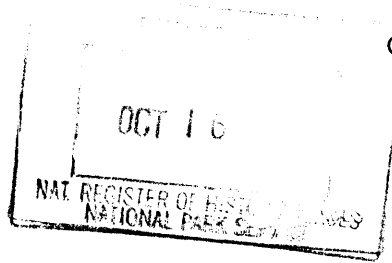


United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form



1400

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Creede Branch, Denver & Rio Grande Railroad

other names/site number 5ML273.8; 5RN515.1; Rio Grande Gunnison Railway

2. Location

street & number Along the D&RGW right-of-way between South Fork and Creede [N/A] not for publication

city or town South Fork [X] vicinity

state Colorado code CO county Rio Grande/Mineral code 105/079 zip code 81154/81130

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [X] statewide [] locally. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title: [Signature] State Historic Preservation Officer Date: 9/3/02

Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

In my opinion, the property [X] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title: [Signature] Date: 9/24/02

USDA Forest Service, Rocky Mountain Region
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- [X] entered in the National Register [] See continuation sheet.
[] determined eligible for the National Register [] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register
[] other, explain [] See continuation sheet.

Signature of the Keeper: [Signature] Date of Action: 11/27/02

Creede Branch, Denver & Rio Grande Railroad
Name of Property

Rio Grande and Mineral, Colorado
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing

Noncontributing

<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>8</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>10</u>	<u>1</u>	Total

Name of related multiple property listing.

(Enter "N/A" if property is not part of a multiple property listing.)

Railroads in Colorado, 1858-1948

Number of contributing resources previously listed in the National Register.

2

6. Function or Use

Historic Function

(Enter categories from instructions)

Transportation: rail-related

Current Functions

(Enter categories from instructions)

Not in use

7. Description

Architectural Classification

(Enter categories from instructions)

No style

Materials

(Enter categories from instructions)

foundation Concrete

walls Wood

Weatherboard

roof Asphalt

other Steel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 7 Page 1

DESCRIPTION

The Creede Branch of the Denver & Rio Grande Railroad is located in Rio Grande and Mineral Counties, Colorado. The district extends 22.8 miles in length and follows the original grade and right-of-way of the Denver & Rio Grande Railway Company (D&RG) and the Rio Grande Gunnison Railway Company (RGG) from South Fork to Creede. The historic right-of-way width varies from 100 feet to 200 feet, or from 50 feet to 100 feet to each side as measured from the right-of-way centerline. The district uses a 50-foot from centerline measure throughout the corridor as a nomination boundary. The district comprises the right-of-way (land), the railroad grade and track and the directly associated buildings and structures. The historic right-of-way predates the track assembly by some three years, or from approximately 1880. The track was first constructed between 1882-1883 from South Fork (Derrick) to the end of the line at Wagon Wheel Gap. In 1883 this section constituted the final portion of the 69.29 mile line between Wagon Wheel Gap and Alamosa, Colorado. The D&RG constructed the 13.1 mile long section. In 1891, the Rio Grande Gunnison Railway extended the tracks 8.6 miles from the D&RG railhead in Wagon Wheel Gap to the present-day town of Creede. Recognizing the immediate success the RGG was leased by the D&RG for four years, then purchased and merged into the D&RG system. The D&RG Railway became the D&RG Railroad in 1885 and merged with the Rio Grande Western in 1921 to become the Denver & Rio Grande Western. It merged again with the Southern Pacific Transportation Company in 1993 and ultimately became part of the Union Pacific Railroad Company in 1996. The Denver & Rio Grande Railway Historical Foundation (DRGHF) purchased the 21.7 miles of the right-of-way from the Union Pacific Railroad in May 2000.

From the South Fork (originally Derrick) Water Tank at Mile Post 298.2 to the end of track at Creede, Mile Post 321, the line follows the banks of the Rio Grande del Norte, or Great River of the North, more commonly known as the Rio Grande River, and enters the Rio Grande National Forest about a half mile west of South Fork. The Creede Branch enters Mineral County from Rio Grande County at Mile Post 303.29.¹

The Creede Branch was originally built in narrow gauge (3 feet between the rails) and was converted to standard gauge in 1901-1902. As originally built, the rail utilized on the line would have been 30 lb. per yard, the standard for Rio Grande narrow gauge. The locomotives were light-weight as were the little wooden cars. As bigger equipment became available, heavier rail was installed. The rail line was laid on a roadbed of native earth as constructed in the 1880s and 90s. Only a few areas along the line have received any form of ballast since its original construction. During the conversion to standard gauge, the rail on this branch was replaced with 65 lb. rail, most of which dates back to 1888, '89 and '90, as physically evidenced during

¹ Railroads measure each mile with a numbered post identifying the distance via rail from their home or major terminal, in this case Denver. The abbreviation "MP" denotes Mile Post.

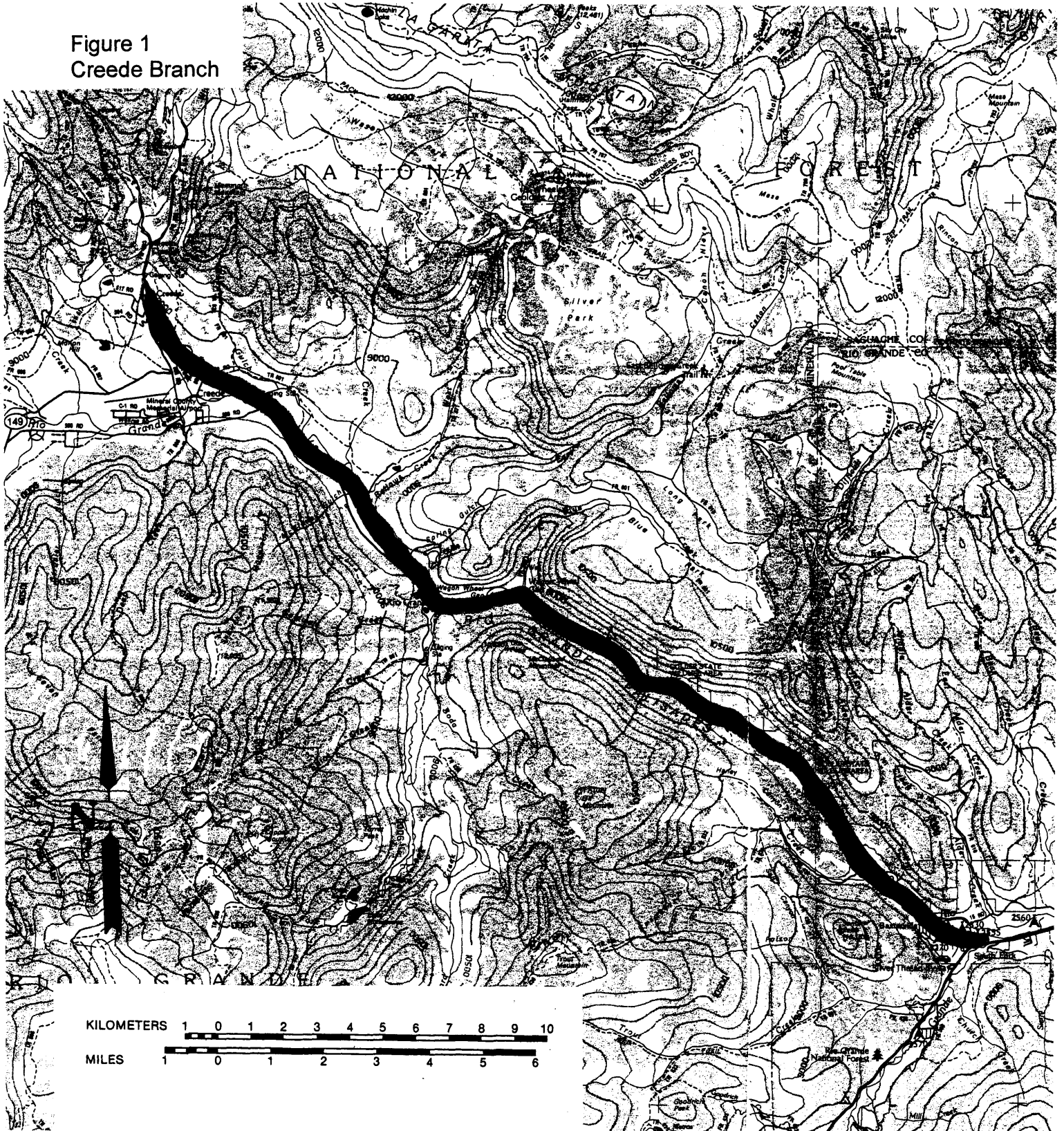
United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 7 Page 2

Figure 1
Creede Branch



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Continuation Sheet

Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
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inspection. Most of this 65-lb., jointed rail was actually used, or "relay rail," from the main line of the Denver & Rio Grande between Denver and Ogden, Utah. Several areas have received limited rail replacement of the 90 lb. variety, with varying dates between 1899 and 1977, which represents the newest rail on the branch. All the narrow gauge wood ties were replaced during the 1901-02 conversion to standard gauge. Most of the bridges along the route were also replaced to accommodate the heavier and wider standard gauge locomotives and cars.

South Fork Water Tank

The Creede Branch begins its north-westward trek from the South Fork Water Tank 1,315 feet west of Mile Post 298 (photo 1). The 1881 tank structure consists of a circular 50,000-gallon redwood and cedar tank supported by eight pairs of wood posts arranged in a square plan. The tank is held together by one-inch round metal stays or hoops joined by turnbuckles. The stays were originally spaced in gradually increasing distances from the bottom to the top of the tank. Shifting over time has resulted in the uneven spacing of the stays. The tank roof is covered by an overhanging octagonal hipped roof with wood shingles. The roof peak supports a ball and pedestal finial.

The tank support posts rise from exposed concrete footings set in a square plan base. Each post pair is strengthened by cross braces. The posts support a circular plan tank base made up of a grid of intersecting joists. A square wood enclosure directly beneath the center of the tank contains the water intake pipe. The box is designed to prevent the intake pipe from freezing and is known as a frost box.

The support frame for the water spout remains on the tank's track side, as does the water level gauge. A wood ladder rises along the east side of the tower, terminating above the eave. The body of the tank is painted yellow and the support posts and other wood elements are painted dark brown.

The water spout is the only significant loss of original materials and design. The tower has been repainted numerous times. The tank was recently reroofed with wood shingles closely matching the original cut wood shingles. The tank is a contributing structure in the district.

Derrick Wye

Located on a sweeping curve, the Derrick wye served to turn locomotives first as the branch line end-of-track in 1881 and later as an intermediate point. Manually operated switch stands operate the sidings. The railroad converted the original narrow gauge wye to standard gauge in 1901.

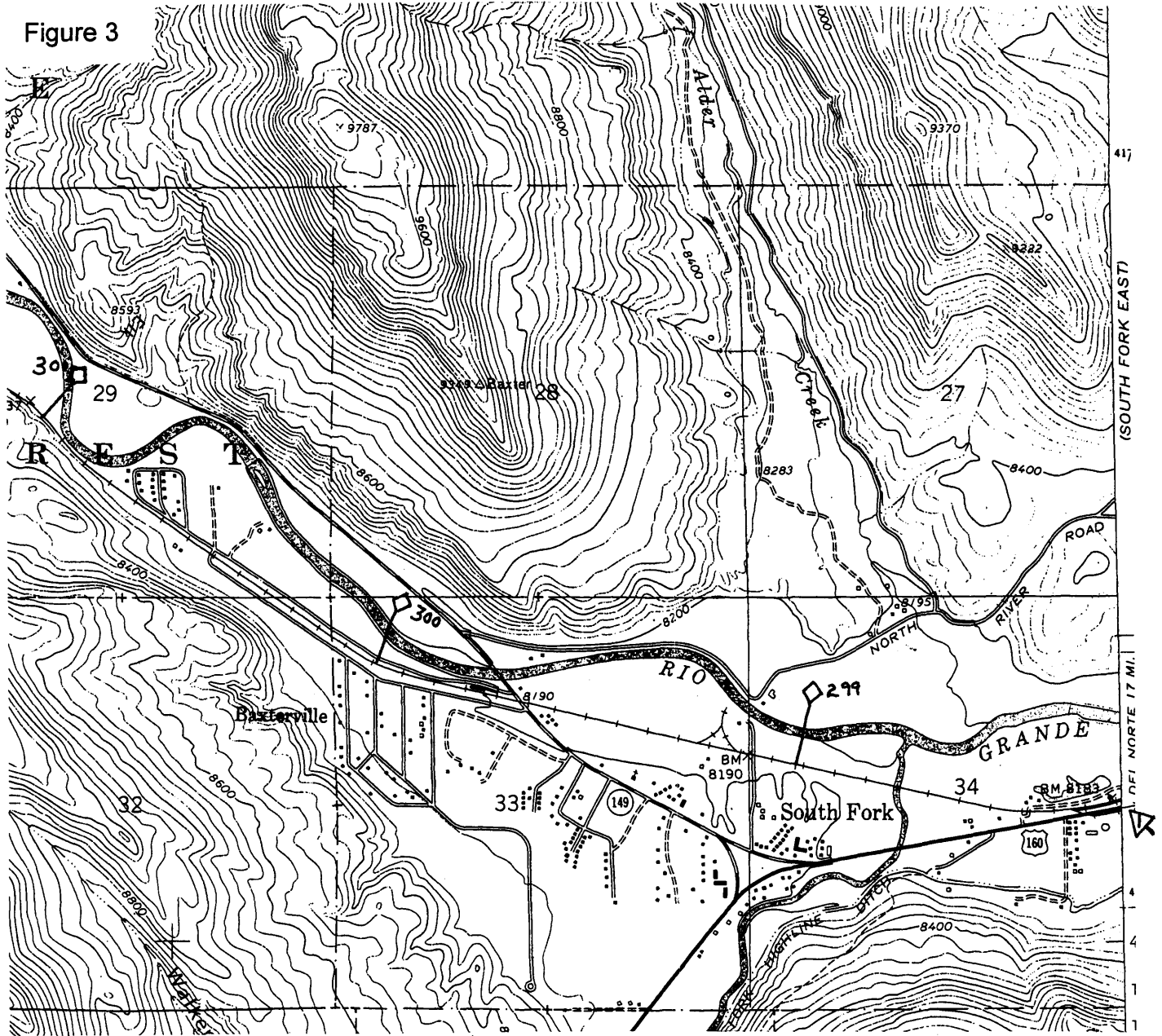
United States Department of the Interior
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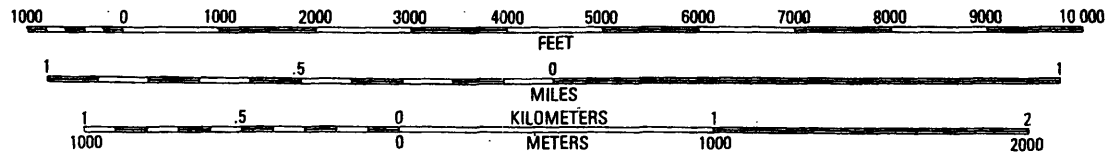
Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

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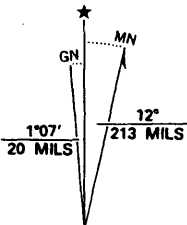
Figure 3



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

United States Department of the Interior
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Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

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Bridge 301A

The rail grade almost immediately enters the Rio Grande National Forest once departing South Fork. Beginning at an elevation of 8,190 feet above sea level, the line begins its gentle climb (predominantly 1.0% or less) towards the old mining town of Creede. At Mile Post 301.42, the first of six bridges is encountered (photos 2 & 3). This short, timber stringer bridge with wood abutments is 15 feet in length. Its construction dates to the 1902 conversion of the branch line to standard gauge. The bridge is a contributing structure.

North of Mile Post 302 the line enters Masonic Park (photo 4). The San Luis Valley Masonic Association purchased this picturesque community covering 166 acres in 1914. The area is home to a few dozen cabins, most of the same vintage, owned by members of the Masonic Association. At Mile Post 302.4, the line passes the Masonic Park Pavilion (photo 5) built during this same period. The pavilion and associated cabins are outside the district boundaries. Opposite the pavilion lies the site of the D&RG's former depot and cinder passenger platform. The D&RG operated special passenger trains to the park every June 24th commemorating St. John's Day. This was the location of an annual baseball tournament and into the 1930s these "specials" carried Masons and their families from as far away as Denver. Remnants of the platform still exist, but the 10 x 30 foot open-air depot has long since disappeared.

The area known as Riverside Ranch is the next historic location on the line located at Mile Post 304.97. The ranch once included a small depot. No remnants of that depot remain.

Bridge 306A

The first of the larger bridges that span the Rio Grande River is found at Mile Post 306.39 (photos 12-17). Originally built as one large wooden structure identified as Bridge 306A, this bridge was rebuilt in two distinct sections during and shortly after the conversion to standard gauge in 1902. The northern section is an 88 ft. wooden deck and pile trestle dating to 1902. The southern section is a 128 ft. 6 in. long, steel, Pratt through truss supported by a concrete abutment and pier. Built and installed in 1911, the truss replaced a 128 ft. wooden frame span on "T" pier sections. Bridge 306A is a contributing structure in the district.

Bridge 310A

The next historic structure is found at Mile Post 310.46 (photos 23-25). This is the location of Bridge 310A. This short timer stringer trestle is supported by two wood piers with wood abutments. The bridge crosses Blue Creek and is slightly over 40 ft. in length. The deck curves slightly to the west as the track crosses from south to north. The 1902 bridge replaced the original 1883 narrow gauge structure. The bridge contributes to the district.

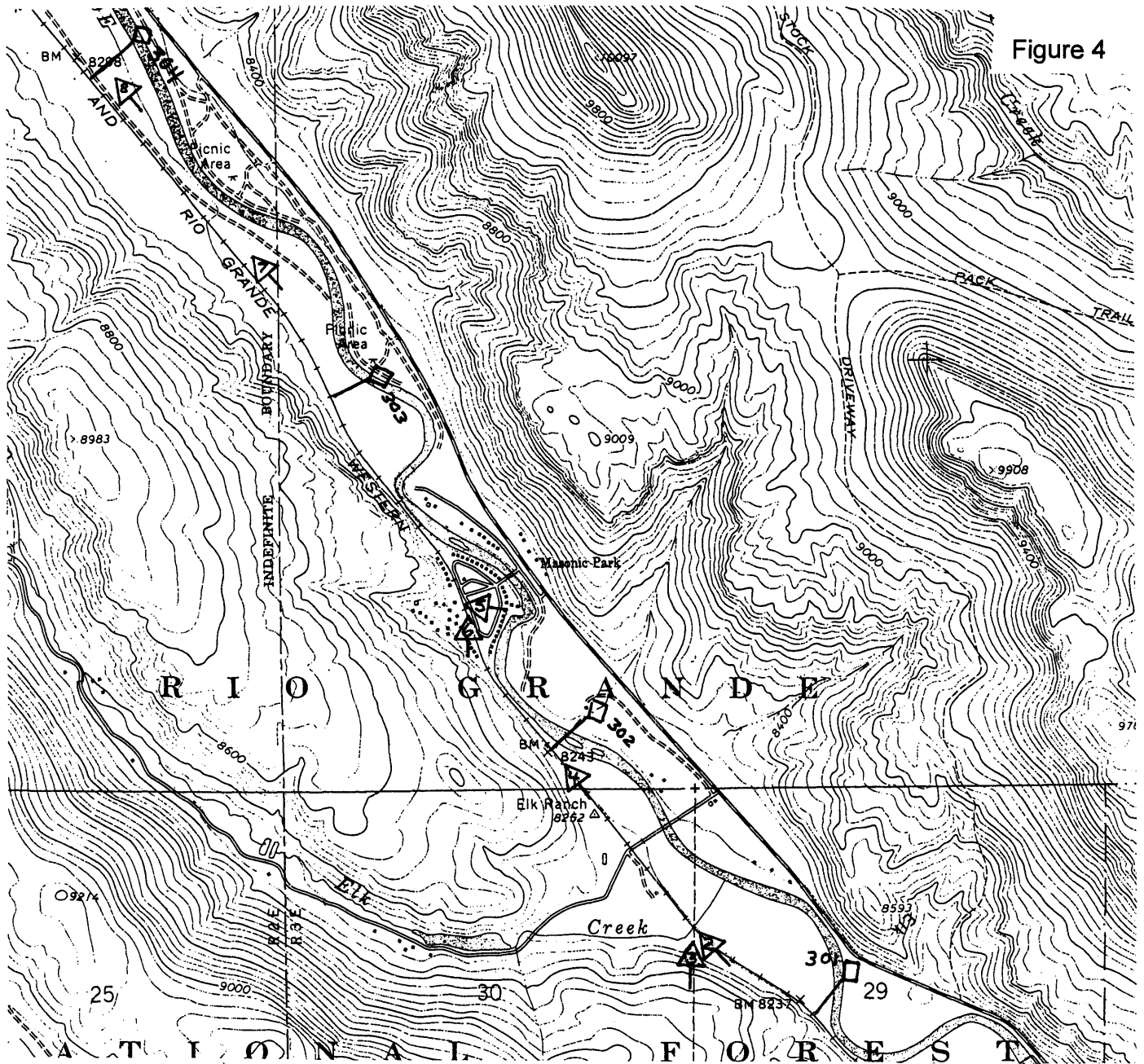
United States Department of the Interior
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Continuation Sheet

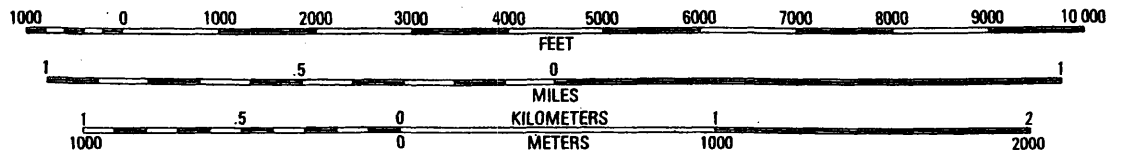
Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

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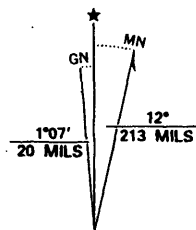
Figure 4



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

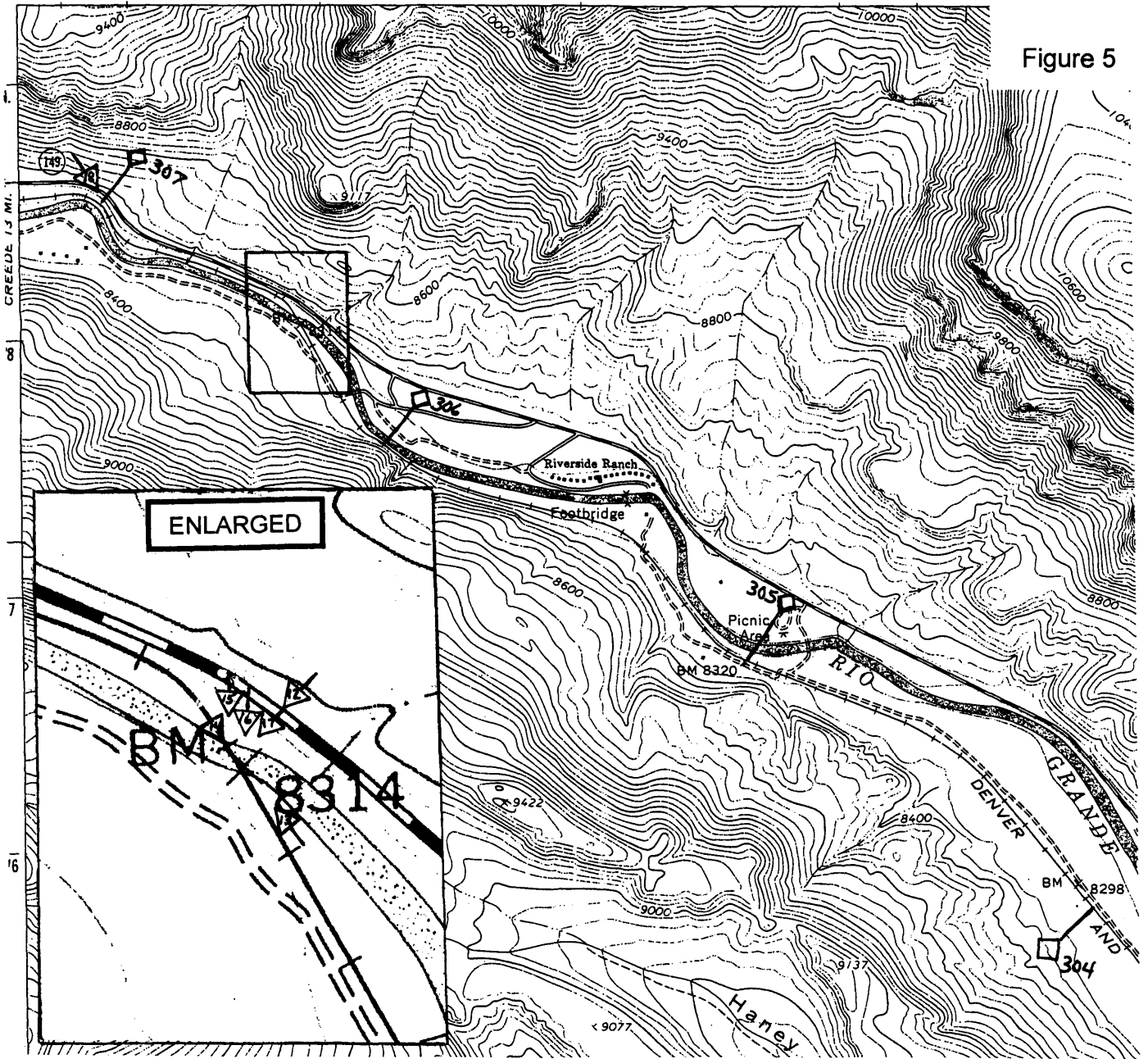
United States Department of the Interior
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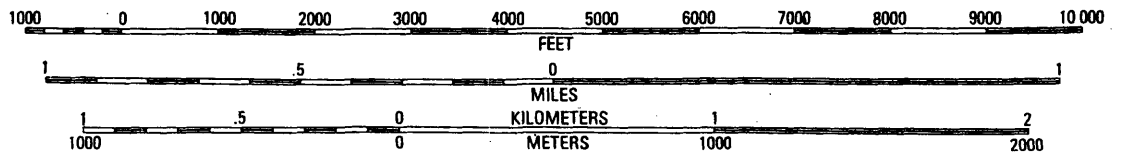
Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

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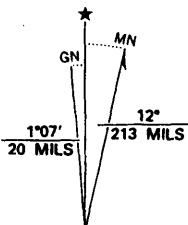
Figure 5



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CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

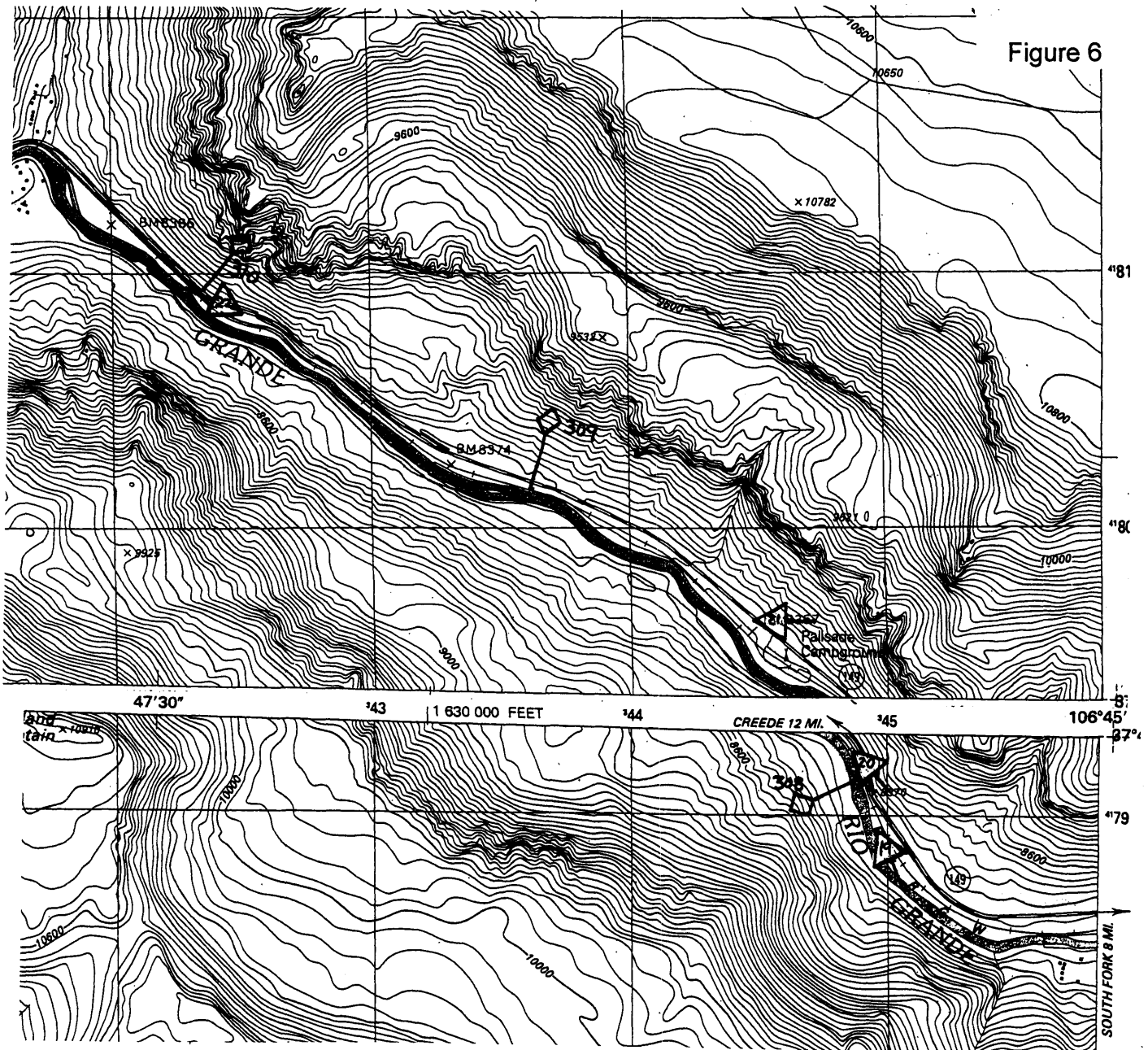
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Continuation Sheet

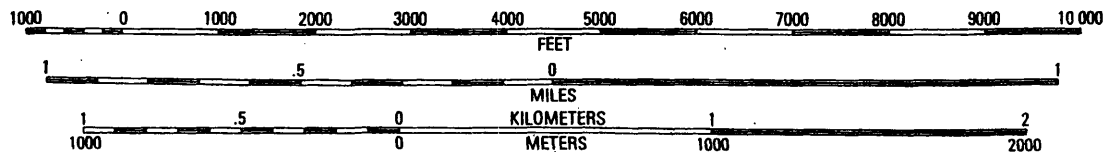
Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
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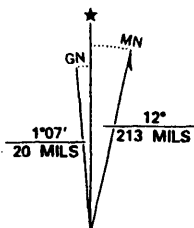
Figure 6



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CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



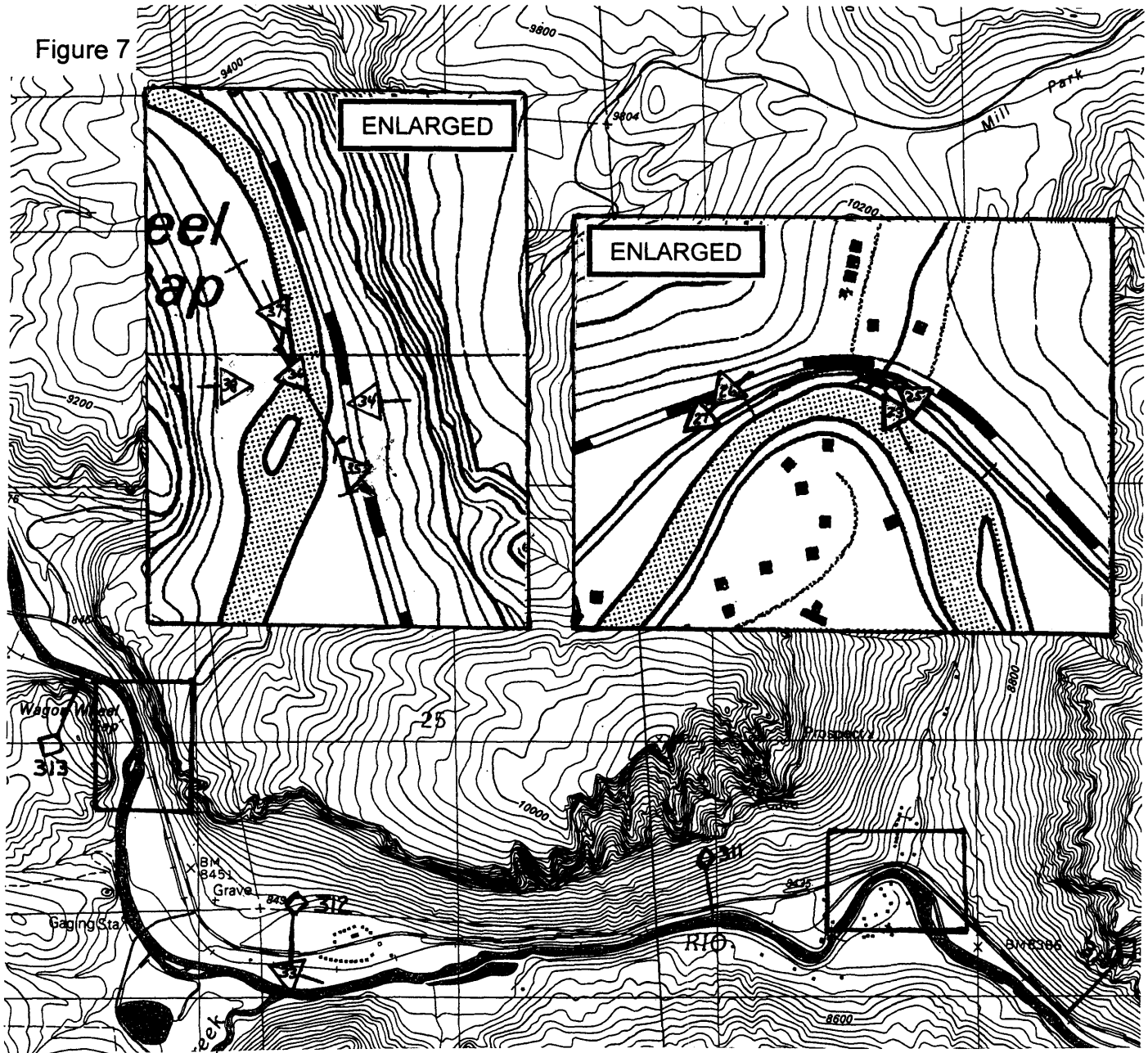
UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

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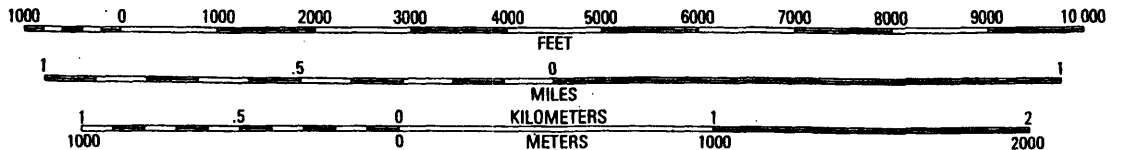
National Register of Historic Places
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Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

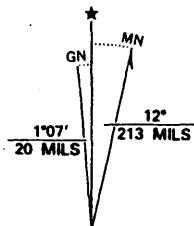
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CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

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Continuation Sheet**

Creede Branch
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Wagon Wheel Gap

Proceeding on north towards Creede, we arrive at Wagon Wheel Gap. This area formed the terminus of the Denver & Rio Grande as built in 1883. At approximately Mile Post 311.5, the railroad passes a whistle post (sign) that dates back to the earliest days of the line (photos 28 & 29). Such posts warned passing locomotive engineers of a road crossing and prompted the train crew to blow the locomotive's whistle as a warning to vehicle drivers. The railroad installed the particular sign for the safety of the stagecoach crossing at the "Gap." It measures 2 in. x 10 in. by approx. 8 ft. high. The post, held in place by piled rock and in need of restoration, is an important track side feature.

Next we come to the former site of the Colorado Fuel & Iron tram loading facility. CF&I constructed a tram and trestle to deliver ore to the D&RGW during the 1920s at Mile Post 311.85. Two railroad section houses were built here as well as a tool house and a storage building made from an old narrow gauge boxcar body. The loading platform for CF&I was approx. 20 ft. wide and 300 ft. long. A railroad siding (ICC Track 29) served the platform. All the buildings and structures were retired in 1941 and no visible remains exist.

A wood mile post marker stands at MP312. This mile marker is the only original wooden mile post known to exist anywhere on the Rio Grande system. Originally, all mile markers were built of 12 in x 12 in. x 6 ft. wood posts. The surfaces were painted white, with the exception of the top one foot which was painted black with white numbers identifying the distance (via rail) to Denver. The wooden mile markers, or posts, were nearly all replaced by steel posts made from railroad rail with sheet metal wings attached at the top bearing the mileage. The D&RGW installed the replacement posts 50 to 60 years ago. The mile post is an important track side feature.

The Wagon Wheel Gap Depot stands at Mile Post 312.13 (photo 33). The original one-and-one-half-story frame depot building remains next to the rails as built by the D&RG in 1883. This classic narrow gauge size station measures 72 ft. x 26 ft. Remnants of the railroad's 1,047 ft. long siding, or "house track" remain in the form of wood cross ties. The D&RG built this siding, ICC Track 32, to provide a parking location for freight cars as well as for the business & private cars of traveling railroad executives. The depot was listed in the National Register in 1976 and is a contributing resource in the district.

Mile Post 312.34 identifies the original end-of-the-line as built in 1883. This was the terminus of the D&RG line until 1891. This point also marked the beginning of the Rio Grande Gunnison Railway. No existing sign or structure identifies the site.

Just beyond the 1883 end-of-track is the Wagon Wheel Gap siding. This siding, identified as ICC Track 33, measures 1,052 feet in length. The siding allowed the passing of east and

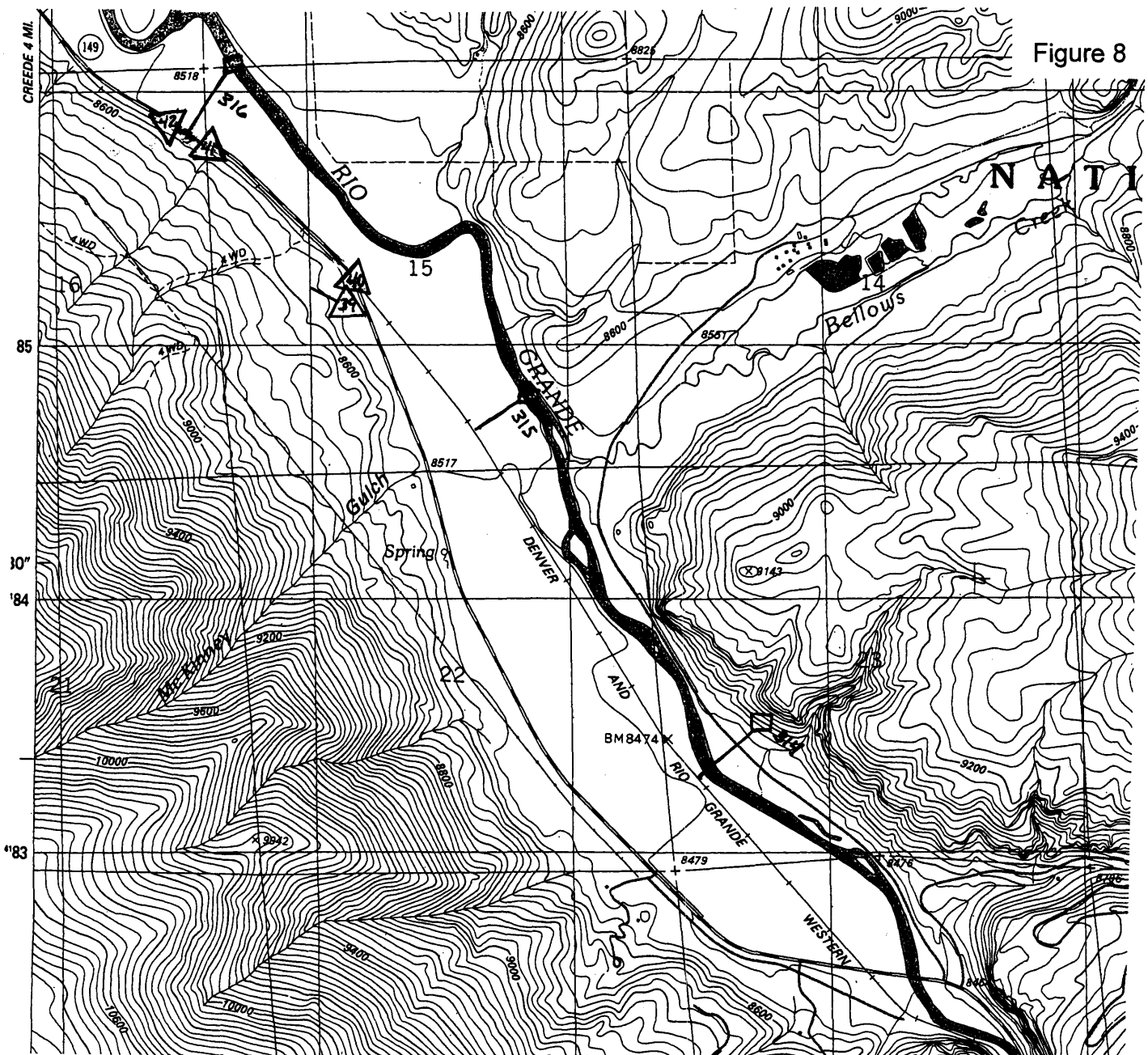
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Continuation Sheet

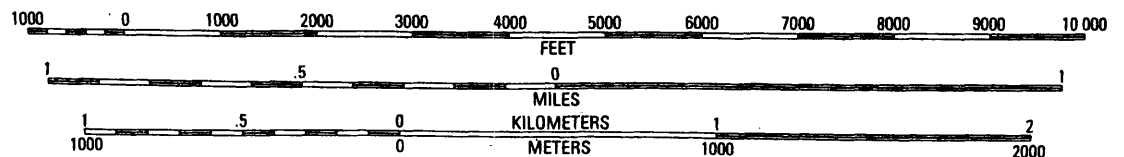
Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

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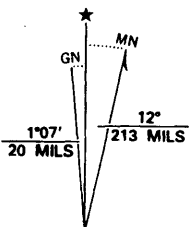
Figure 8



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

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Creede Branch
Denver & Rio Grande Railroad
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westbound trains and short-term storage of freight cars. The siding is an important feature of the rail corridor.

Bridge 312A

Bridge 312A crosses the Rio Grande at Mile Post 312.72. (photos 34-38) This bridge is a nine-panel deck pile trestle, all wood, and dates to 1900. It replaced the narrow gauge bridge during the conversion to standard gauge. The bridge measures 246 ft. in length and is located in the Wagon Wheel Gap area. The bridge is a contributing resource in the district.

Bridge 317A

Bridge 317A crosses the Rio Grande at Mile Post 317.46 (photos 43-48). This 272 ft. long bridge is a twelve-panel wood flat deck pile trestle which may predate the conversion of the branch to standard gauge. The construction date may be as early as 1891. It is believed that bridge 317A is a rebuilt narrow gauge trestle with additional horizontal stringers added to accommodate larger and heavier equipment. This bridge/trestle is unusual as the bottom of each panel is not supported by vertical piers driven into the river channel bedrock. Instead, huge horizontal wood footers rest directly on the river bottom and do not penetrating to bedrock. The bridge is a contributing resource in the district.

Wasson Station and Wye

The tracks at Wasson contain a wye or turnaround track (photos 54-57). The switch at the tail of the wye track, made up of ICC Track Nos. 35 and 36, is still operated as a stub switch (photos 55-56), as opposed to a more modern and common point switch (photo 67). The stub switch is believed to be the last of its type anywhere on the standard gauge D&RGW system. Within the switch itself are two 3-rail bridal bars (photo 54). These cast iron bars are extremely rare and were an integral part of securing both the narrow and standard gauge rails and maintaining their gauge. They most likely date from the 1890s. The station area and components located in Wasson contribute to the district.

Culvert

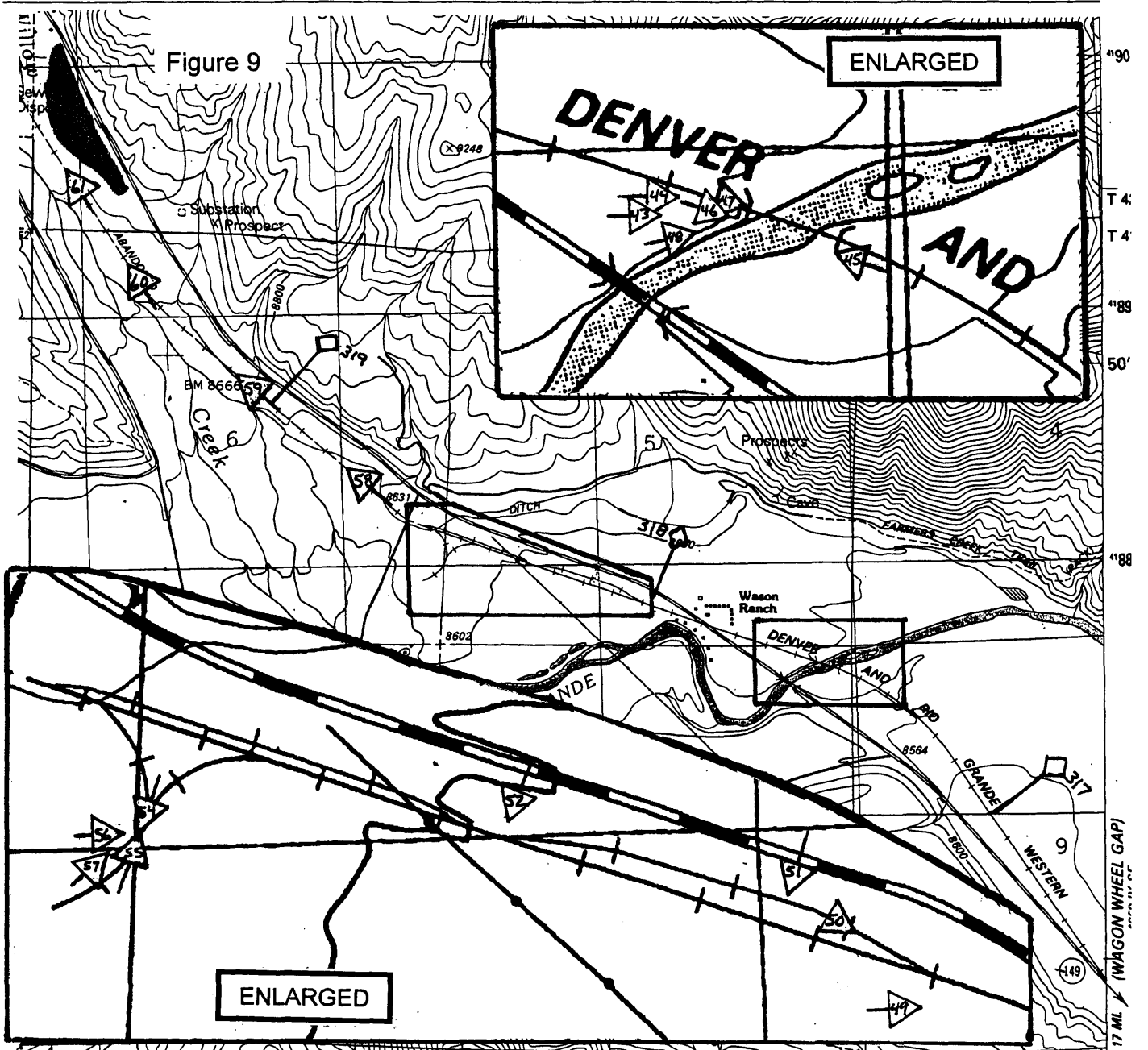
The small-scale timber culvert is located immediately north of the rail line's crossing of County Road 801A. The feature is configured as a 4-foot-square box covered by ballast overburden, and it carries the tracks about four feet above a minor drainage ditch. The culvert is built using timber stringers, sidewalls and deck, and plain earthen endwalls. Due to its small size, the culvert is treated as a feature of the larger rail grade structure.

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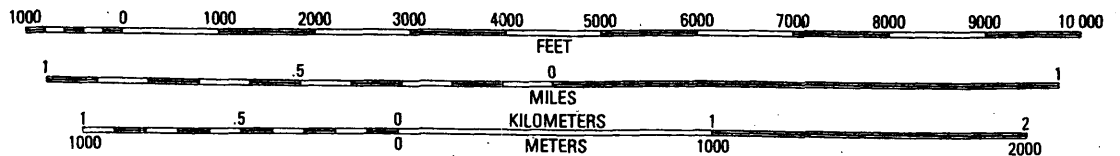
National Register of Historic Places
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Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
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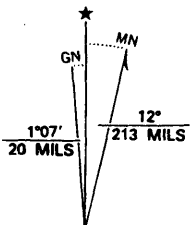
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CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



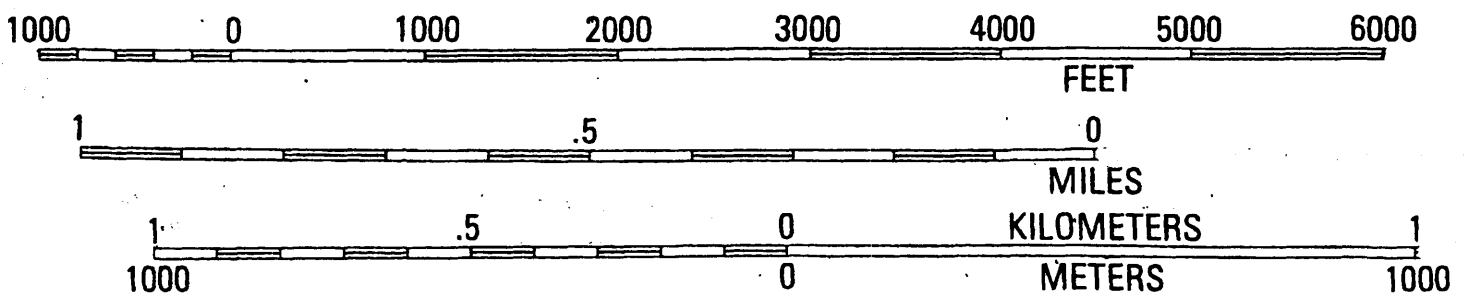
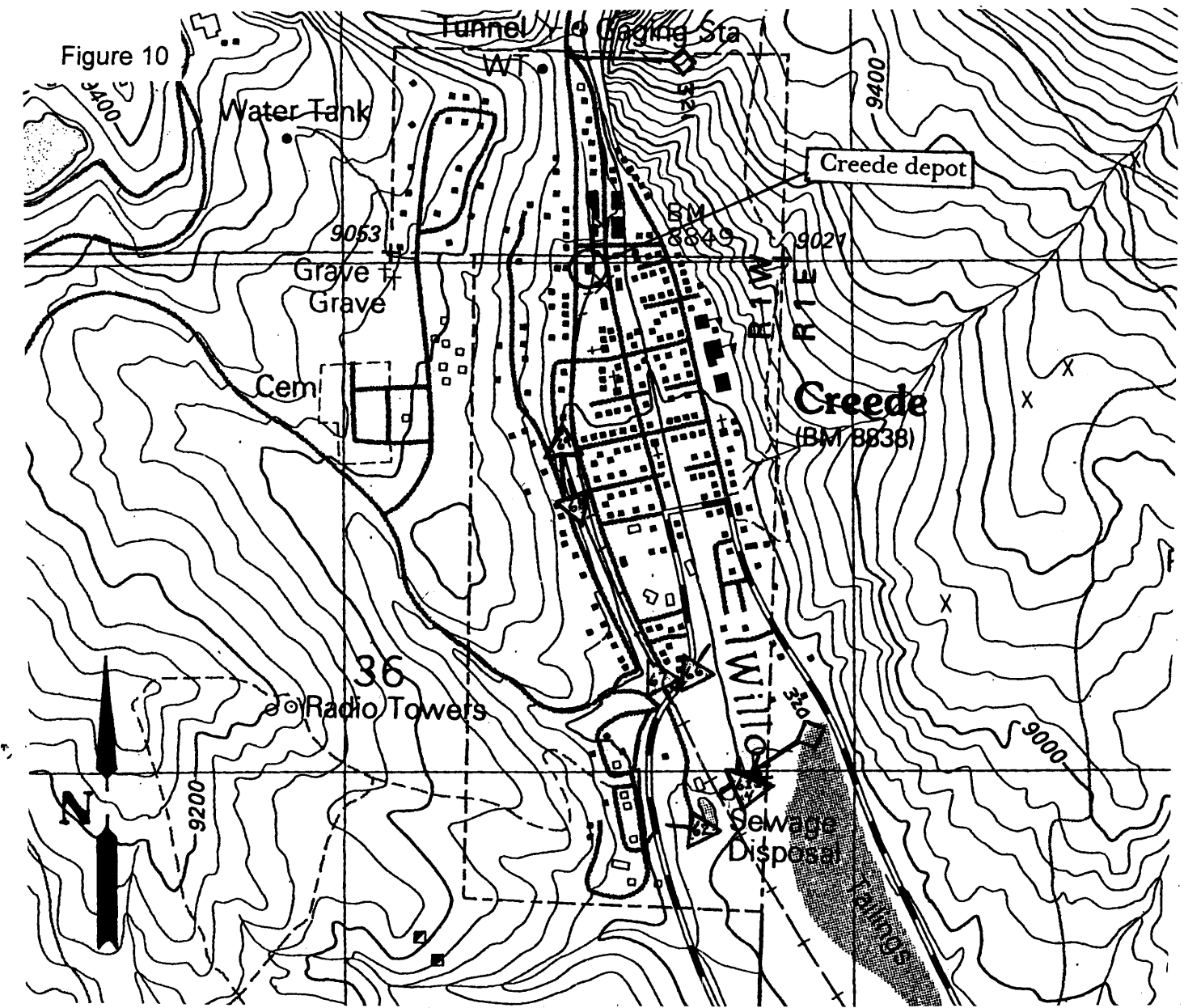
UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

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Creede Branch
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CONTOUR INTERVAL 40 FEET

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Bridge 319A

Located just below Creede is the bridge at Mile Post 319.97 (photos 62-64). This 45 ft. long bridge is a three-panel flat deck pile trestle of all wood construction and dates to the standard gauge conversion of 1901. The bridge spans Willow Creek. Willow Creek was diverted into a concrete channel through the entire length of Creede as a flood control measure by the U.S. Army Corps of Engineers in the early 1950s. The bridge is typical in design and contributes to the district.

As the track approaches Creede, it passes the location of the wye track at Mile Post 320.23. This wye was built at the same time as the mainline in 1891 but removed during the 1950s. No remnants remain.

Creede Rail Yard and Depot

The Creede rail yard begins at approximately Mile Post 320.51. The actual yard limit is one mile below the depot. The rail yard is comprised of the main line track and three side tracks identified as ICC Tracks 38, 39 and 40. Track 39 is the longest at 1,462 ft. Track 38 measures 938 ft. and Track 40 measured 267 ft. Each track served a separate functions including car storage, coal loading, servicing industries or warehouses and as a locomotive "run-around" so that engines could move around a train for switching operations. It should be noted that during 1989 the Town of Creede removed portions of the mainline and Track 39. The rails were cut up and reused as guard-rail on streets above Creede. The wooden ties were sold off as fence posts. The stub-switch at Mile Post 320.8 was also removed. The Creede rail yard forms an important part of the rail grade.

The Creede Depot is the most prominent building in the rail yard (photos 70-74). The 1892 wood frame depot remains intact and is listed in the Colorado State Register of Historic Properties. The D&RGW used the depot until 1961. It is currently undergoing restoration including a new foundation. The depot building belongs to Mineral County and is utilized as its museum. In close proximity to the depot is the original privy which is also being stabilized. The depot contributes to the district.

Several other buildings were once located within the rail yard or along its perimeter, including a section house, several coal docks or platforms, and two coal sheds furnishing coal for building heat. These buildings and structures were dismantled long ago and no remnants remain.

The D&RG rail line continues through Creede to the current end-of-the-line at Mile Post 321.0. The railroad's water tank providing water for steam engines was located at Mile Post 320.98. The tank was removed in 1957. The line continued up Willow Creek another eight-tenths of a mile to service the Humphrey Mill and associated mines until that portion of the right-of-way was relinquished to the Department of the Interior in 1969. Above Mile Post 321 the tracks

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were removed and the roadbed was transformed into a dirt roadway. It is now part of a scenic drive known as the Bachelor Loop. As the railroad grade lacks integrity above MP 321, the district ends at this point.

RESOURCE SUMMARY

Contributing Resources

		UTM References		
		<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
Buildings (2)				
Wagon Wheel Gap Depot (5ML23)	1	13	339175	4181175
Creede Depot (5ML24)	1	13	330460	4190990
Structures (8)				
Railroad Grade, Ties and Rail	1			
South Fork to Creede				
South Fork Wye (5RN515.1)		13	355150	4170700
Masonic Park station		13	351266	4173652
1883 end-of-the-line		13	389972	4181312
Wasson Station and Wye (5ML 273.5; MP 318.9)		13	332978	4187922
Culvert (MP318.62)		13	332120	4188260
Creede Rail Yard (MP320.51)		13		
South Fork Water Tank	1	13	356660	4170420
(5RN352; MP298.2)				
Bridge 301A (MP301.42)	1	13	352124	4172341
Bridge 306A (5ML373.1; MP306.39)	1	13	346860	4178050
Bridge 310A (5ML273.2; MP310.46)	1	13	341720	4181500
Bridge 312A (5ML273.3; MP 312.75)	1	13	338770	4181970
Bridge 317A (5ML273.4; MP 317.46)	1	13	333870	4187590
Bridge 319A (5ML273.7; MP 319.97)	1	13	330770	4189880
TOTAL CONTRIBUTING	10			

Noncontributing Resources

Structures (1)				
Colorado Highway 149	1	13	354395	4170837
		13	338144	4182511
		13	336173	4185249
		13	333420	4187744
TOTAL NONCONTRIBUTING	1			

Creede Branch, Denver & Rio Grande Railroad
Name of Property

Rio Grande and Mineral, Colorado
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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

Transportation

Engineering

Periods of Significance

1902-1952

Significant Dates

N/A

Significant Person(s)

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Denver & Rio Grande Railway

North & South Construction Company

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Colorado Historical Society

USDA Forest Service

Town of Creede, Town Hall

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SIGNIFICANCE

The Creede Branch, Denver & Rio Grande Railroad (D&RG), meets the registration requirements under Criteria A and C as set forth in *Railroads in Colorado, 1858-1948*, Multiple Property Documentation Form. The district is eligible in the area of transportation for its association with railroad operations on this important branch of the D&RG system. The Creede Branch originated significant rail traffic from its gold and silver mining operations. Though the complete rail line dates to 1891, the period of significance begins in 1902 with the completion of the conversion of the branch from narrow to standard gauge. The period of significance extends through the period of historic use to 1952, a date fifty-years-of-age in keeping with National Register criteria.

The branch line is also eligible in the area of engineering as a virtually intact example of early twentieth century railroad construction. The Creede Branch retains its 1902 alignment, railbed and jointed rail with ties, as well as the contemporary bridges, two depots, a water tank, and related track side setting.

Background History

As discussed in *Railroads in Colorado*, General William Jackson Palmer founded the Denver & Rio Grande Railway in 1870 with the intent of establishing a narrow gauge rail line south from Denver to El Paso, Texas, and eventually into Mexico. Though the railroad did eventually extend as far south as Trinidad, Colorado, and Santa Fe, New Mexico, economic opportunities in Colorado's western mining and agricultural regions diverted the railroad to such communities as Leadville, Aspen, Gunnison, Ouray, Durango and Creede.

Railroad construction began in 1871 and headed south as fast and far as economic conditions permitted. By the summer of 1876 the rails had reached Walsenburg. The line split here with one section continuing south to Trinidad, a good source of coal for both railroad use and revenue shipments. The other section of the railroad turned west over La Veta Pass toward the agricultural bounty of the San Luis Valley.

The line over La Veta pass reached Ft. Garland in 1877 and on to Alamosa by 1878. Huge amounts of freight moved in and out of Alamosa and it quickly became the commercial hub for the San Luis Valley. The San Juan Extension consisted of rails laid south of Alamosa to serve Antonito, Chama, in New Mexico, and on to Durango by 1881. Great quantities of freight were also originating from such towns as Del Norte and South Fork to the west of Alamosa. This traffic could not be ignored by the railroad, so by the spring of 1881, grading had progressed from Alamosa to the town of Del Norte. The first train arrived on July 10, 1881. The line then progressed on westward to South Fork and service commenced in November of 1881. Although the town never had a formal depot, the railroad constructed a raised platform allowing travelers to await their trains above the snow and mud on the ground. South Fork, the

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gateway to the upper reaches of the Rio Grande River valley, was a major lumber milling area and at one time produced hundreds of thousands of railroad ties.

Picturesque Wagon Wheel Gap was reached by rail on July 6, 1883. A beautiful two-story frame depot was erected to serve as the end of the Valley Line for the next eight years. The "Gap" became a highly publicized destination for its "healing waters" and fine accommodations. Meanwhile, General Palmer had resigned as president of the D&RG and assumed a similar role with the Rio Grande Western Railroad. Palmer was succeeded by Frederick Lovejoy, William Jackson and David H. Moffat. Moffat co-owned one of the most prolific silver mines in the rapidly emerging camp known as Creede. He and other mine owners and ore shippers recognized the need for an economical means of shipping ore to the railhead some eight miles southeast of Creede and just west of Wagon Wheel Gap. This dilemma continued to plague the owners until Moffat gave up trying to force the D&RG's board to extend the line from the Gap to Creede and on up into east and west Willow Creek Canyon and took action on his own.

In 1891, the D&RG was faced with disenchanted shareholders as no dividend was available that year. Facing an increasingly hostile business environment and with his inability to convince the D&RG board to extend the railroad to Creede, David Moffat resigned as company president. Upon his resignation, Moffat organized and financed the Rio Grande Gunnison Railway, chartered on September 12, 1891, and started construction on a rail line from Wagon Wheel Gap to the Creede Mines. The line reached North Creede on November 23, 1891, and operations began shortly thereafter. Creede's depot was built and opened for business in January 1892. For the next year, business was best described as immensely overwhelming.

The name "Creede" came from Nicholas Creede who had discovered silver up Willow Creek in 1889. After driving his pick into the earth and finding "color", he is said to have proclaimed "Holy Moses," and so named his mine. The actual town of Creede carried several different names through its early days. Early Creede was actually up East Willow Creek and the D&RG had a depot there known as North Creede. For a time Creede was known as Jimtown (or at times Gin Town), and Amethyst. The tent or shanty village up Willow Creek was for a time known as Stringtown. The D&RG also has a depot at South Creede. That depot later became a section house and the coal shed that served that building still survives today. Eventually the main depot at Jimtown became simply, Creede.

Moffat's nine-mile rail extension to Creede was financed by profits from the Holy Moses Mine he purchased from Nicholas Creede in 1890. The rail line proved so profitable that it paid for itself within four months. The D&RG leased the Rio Grande Gunnison for four years and eventually absorbed it into the Rio Grande system after having repaid Moffat's construction costs.

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In the early days of operation, twice daily passenger trains arrived crammed with would-be strike-it-rich hopefuls. The depot site bristled with activity and freight cars were literally jammed into every siding throughout the San Luis Valley. The Silver Panic of 1893 brought an end to the immense activity, though mining continued until the closure of the last mine in 1985.

The D&RG converted the Creede Branch to standard gauged in 1902. The conversion eased the movement of freight by eliminating the necessity of transferring loads from narrow gauge cars to standard gauge in Alamosa. General Palmer's plan to force other lines to build narrow gauge had outlived its time. The mainline railroads had long since gone the way of standard gauge construction.

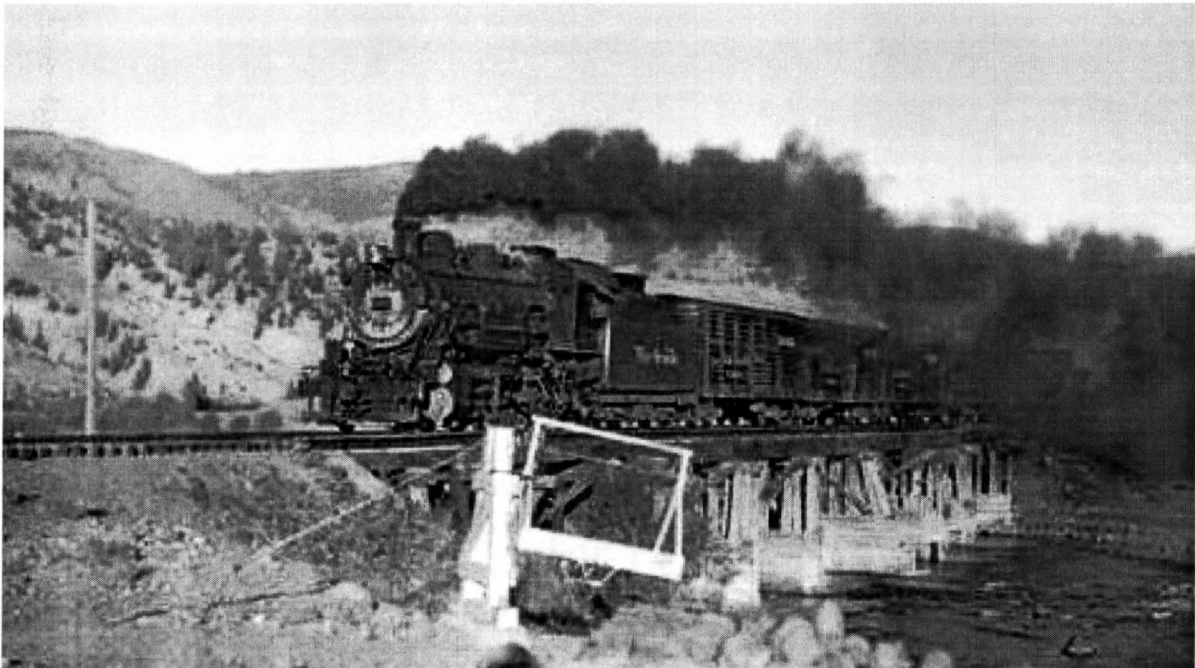


Figure 11
D&RGW train crossing Bridge 317A on the way to Creede on September 15, 1956.
Photographer; Otto Perry
Source: Western History and Genealogy Department, Denver Public Library

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Dwindling mining operations dramatically reduced shipments from North Creede. The last nine-tenths of a mile above Creede, beyond MP 321, was relinquished to the U.S. Department of the Interior in May of 1969. At over 5 percent grade, this section was the steepest section of track anywhere on the D&RG system.

The last operating standard gauge steam locomotive anywhere on the D&RGW, No. 1151, brought two boxcar loads down from Creede to Alamosa on December 26, 1956. The next day the locomotive was retired, bringing the steam era to an end. The last passenger train left Creede in 1972 and the last freight train on the branch departed Wasson in 1985.

the D&RGW merged with the Southern Pacific Transportation Company in 1993 and both were merged into the giant Union Pacific Railroad in 1996. For a time, the Denver & Rio Grande name ceased to exist. Later in 1996 longtime Colorado resident Donald Shank filed papers incorporating the original name. The following May, Shank founded the non-profit Denver & Rio Grande Railway Historical Foundation (DRGHF).

During January of 1999 the Union Pacific filed a notice of exemption for abandonment and placed the Creede Branch at risk of extinction. The DRGHF recognized the potential loss to Colorado if this historic branch were to fall to the acetylene torch and purchased the 21.7 miles from South Fork (Derrick) to North Creede. Foundation plans call for the complete rehabilitation of the line, its bridges and structures and the reintroduction of passenger rail service to Creede through a tourist-based operation. The line will remain available to move freight as a common carrier.

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BIBLIOGRAPHY

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- Collman, Russ, and Dell A. McCoy, *Trails Among The Columbine, A High Country Anthology, "There Is No Night In Creede"*, The Story of the Creede Branch of The Denver & Rio Grande Railroad, by Russ Collman, pages 20 - 103, Sundance Publications Limited, Denver, Colorado, 1988.
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- Fraser, Clayton B. *Railroads in Colorado, 1858-1948*, National Register of Historic Places Multiple Property Documentation Form, August 1997. Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver.
- Hargraves, Ed. *Rio Grande Depot – Creede*, Colorado State Register of Historic Properties Nomination, August 1, 1994. Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver.
- Photograph collection, Western History and Genealogy Department, Denver Public Library.
- Rasmussen, Stephen, *The Rio Grande's La Veta Pass Route, Gateway To The San Luis Valley*, Evergreen Press, Burlington, Vermont, 2000.

Creede Branch, Denver & Rio Grande Railroad
Name of Property

Rio Grande and Mineral, Colorado
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10. Geographical Data

Acreage of Property 278

UTM References

(Place additional UTM references on a continuation sheet.)

1.	13	356660	4170420
	Zone	Easting	Northing
2.	13	355147	4170650
	Zone	Easting	Northing
3.	13	355182	4170802
	Zone	Easting	Northing
4.	13	353831	4170995
	Zone	Easting	Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Donald H. Shank / President & Executive Director (additional material by OAHP)

organization Denver & Rio Grande Railway Historical Foundation date February 28, 2002

street & number 1474 Main Avenue, Suite 223 telephone 970-259-9498

city or town Durango state CO zip code 81301-5182

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name see continuation sheets

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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GEOGRAPHICAL DATA

UTM REFERENCES (continued)

5.	13	349234	4176415	16.	13	335233	4185981
	Zone	Easting	Northing		Zone	Easting	Northing
6.	13	346069	4178559	17.	13	334319	4187307
	Zone	Easting	Northing		Zone	Easting	Northing
7.	13	345475	4178539	18.	13	333420	4187744
	Zone	Easting	Northing		Zone	Easting	Northing
8.	13	344824	4179301	19.	13	332444	4188109
	Zone	Easting	Northing		Zone	Easting	Northing
9.	13	341690	4181480	20.	13	332328	4187927
	Zone	Easting	Northing		Zone	Easting	Northing
10.	13	341339	4181236	21.	13	332267	4188165
	Zone	Easting	Northing		Zone	Easting	Northing
11.	13	341024	4181318	22.	13	331276	4189065
	Zone	Easting	Northing		Zone	Easting	Northing
12.	13	339074	4181145	23.	13	330448	4190619
	Zone	Easting	Northing		Zone	Easting	Northing
13.	13	338617	4182201	24.	13	330460	4190990
	Zone	Easting	Northing		Zone	Easting	Northing
14.	13	338286	4182344	25.	13	330458	4191406
	Zone	Easting	Northing		Zone	Easting	Northing
15.	13	335716	4185707				
	Zone	Easting	Northing				

VERBAL BOUNDARY DESCRIPTION

The Creede Branch historic district follows the historic right-of-way, roadbed and tracks of the Denver & Rio Grande Railroad beginning at the South Fork Water Tank at Mile Post 298.2. The boundary width extends 50 feet on either side of the right-of-way as measured from the right-of-way center line for approximately 22.8 miles through the City of Creede to Mile Post 321.0, slightly beyond, or north of Windy Gulch.

An exception to this boundary occurs for that portion of the right-of-way within Section 25, Township 42N, Range 1W, New Mexico P.M. In this section of the right-of-way the boundary width extends to 100 feet on either side of the right-of-way as measured from the right-of-way center line.

A second exception occurs for a small parcel of land directly east of the Creede depot to accommodate the railroad's "run-around track," formally identified as I.C.C. Track 39. The boundaries of this parcel are defined by City Ordinance in Deed C-2603, November 7, 1892, allowing the Denver & Rio Grande Railroad to use that portion of Rio Grande Street in South

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Creede on the easterly side of and adjoining the right-of-way of said Denver & Rio Grande Railroad Company and north of Block 4 in said South Creede. More specifically described as follows:

Extending in a southerly direction from the northerly line or boundary of South Creede to within seventy-five (75) feet of Block 4 in South Creede and extending in an easterly direction from said right-of-way to within eighty-five (85) feet of the east line of the said San Luis Avenue for track purposes, and provided that no buildings of any kind should be constructed or maintained thereon.

BOUNDARY JUSTIFICATION

The boundary includes the buildings, sites and structures as well as the track assembly itself historically associated with the operation of the Denver & Rio Grande Railroad from South Fork to Creede, Colorado, during the period of significance. Though the rails once extended beyond Creede into east and west Willow Creek, this portion of the right-of-way was excluded due to its loss of integrity through the removal of the rails and ties and its relinquishment by the Denver & Rio Grande Western Railroad to the U.S. Department of the Interior in 1969.

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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-75, except as noted:

Name of Property: Creede Branch, Denver & Rio Grande Railroad
Location: Rio Grande and Mineral Counties, Colorado
Photographer: Donald Shank
Date of Photographs: August 2001
Negatives: Office of Archaeology and Historic Preservation,
Colorado Historical Society

Photo No. **Photographic Information**

- 1 South Fork Water Tank; view to the northwest.
Photographer: Terrance Whelan; Date: 12-18-2001.
Negatives: Town of South Fork.
- 2 Bridge 301A & track through Elk Creek Ranch; view looking northwest.
- 3 Bridge 301A; view looking north.
- 4 Approaching Masonic Park at Mile Post 302; view looking northwest.
- 5 Masonic Park Pavilion; view looking west across railroad tracks
- 6 Masonic Park depot/platform site; view looking north; February 2002.
- 7 Riverside Ranch, site of depot; view looking northwest; February 2002.
- 8 North of Riverside Ranch at MP 304; looking northwest; February 2002.
- 9 Tracks heading north near MP 304.5; looking northwest.
- 10 Tracks near MP 304.5; looking southeast.
- 11 Tracks heading north near MP 306; view looking north.
- 12 Bridge 306A, MP 306.39; view looking southwest from highway.
- 13 Bridge 306A looking northwest from right-of-way.
- 14 On Bridge 306A; looking southeast.
- 15 Bridge 306A wood trestle section; looking south.
- 16 Bridge 306A from below looking south.
- 17 Bridge 306A concrete support from across river looking southwest
- 18 Rio Grande River scene at MP 307; looking southeast.
- 19 Tracks near MP 307.5 with rock present; looking north.
- 20 Rio Grande River near MP 308; taken from highway looking northwest.
- 21 River scene across tracks looking west; note road across river is old stagecoach road; February 2002.
- 22 Along the river near MP 310 looking southeast; February 2002.
- 23 Bridge 310A at Blue Creek @ MP 310.46; looking northwest.
- 24 Bridge 310A at Blue Creek; looking north.
- 25 Bridge 310A at Blue Creek, creek meets the Rio Grande River here; looking northwest.

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Photo No. Photographic Information

- 26 Along the river near MP 310.6 looking southwest; February 2002.
- 27 Same scene as 22 looking farther west; note the rocks; February 2002.
- 28 Rails among the rocks near MP 311; looking southwest; February 2002.
- 29 Old wooden whistle post for stagecoach road near MP 311.5; looking southeast; February 2002.
- 30 Old wooden whistle post looking northeast; February 2002.
- 31 Wooden mile post at MP 312 at Wagon Wheel Gap; view looking east; February 2002.
- 32 Mile Post 312; looking northeast; February 2002.
- 33 Wagon Wheel Gap Depot at MP 312.13; looking northwest.
- 34 Bridge 312A at Wagon Wheel Gap crossing the Rio Grande River; view looking northwest.
- 35 Bridge 312A crossing the river; taken from on top of bridge looking northwest.
- 36 Bridge 312A from on top showing defunct breakwater; looking southeast.
- 37 Bridge 312A looking southeast from abutment.
- 38 Bridge 312A taken from riverbank showing piers; view looking east.

Photographs 39-75 were all taken in February 2002.

- 39 Wagon Wheel Gap near MP 315.5 looking southeast into the "Gap" from Highway 149 crossing.
- 40 CO Hwy 149 crossing looking south near MP 315.5.
- 41 Tracks next to Hwy. 149 @ MP 316 below Wasson; view looking southeast.
- 42 Tracks through the aspens above MP 316; view looking northwest.
- 43 Bridge 317A crossing the Rio Grande River near Wasson; view looking east.
- 44 Tracks approaching Bridge 317A; view looking southeast.
- 45 Bridge 317A showing snags in river; view looking northwest
- 46 Bridge 317A showing typical construction of late 1880s/early 1900s; looking southeast.
- 47 Bridge 317A looking southeast across the top from the right-of-way.
- 48 Bridge 317A looking south/east.
- 49 Wasson station area; looking east towards the historic Wasson Ranch.
- 50 Wasson passing track, note missing track bars that hold rails together; looking southeast.
- 51 Wasson passing track showing missing bars; 90 lb. rail; looking southwest.
- 52 Old cast-iron switchstand at Wasson; track leading into wye; looking southwest.
- 53 Close-up of switchstand; note "D&RGRR" on stand cast between 1885 and 1921.
- 54 Wye track three rail (or dual gauge) bridal bars; note slot for narrow gauge rail; looking southwest.
- 55 Wasson Wye Stub Switch looking northeast; note three rail bridal bar.

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Photo No. Photographic Information

- 56 Wasson Wye Track Stub Switch; view looking east.
- 57 Wasson Wye with mainline track in background; looking northeast.
- 58 Tracks looking north to Creede from Wasson.
- 59 Gateway to Creede; the royal pine entrance to the Creede; looking northwest near MP 319.
- 60 Tracks heading north towards Creede from Wasson near MP 319.5; looking north.
- 61 Tracks nearing Creede at MP 319.7.
- 62 Bridge 319A at MP 319.97 in South Creede across Willow Creek; note decayed pilings at base; looking southeast.
- 63 Bridge 319A at Willow Creek looking southwest through creek channel.
- 64 Bridge 319A from right-of-way looking south.
- 65 First glimpse of Creede from about MP 320; looking northwest through Willow Creek Reclamation.
- 66 Loma Street grade crossing; there are tracks under the pavement; looking south.
- 67 Just north of the Loma Street crossing showing "point switch" as opposed to stub switch; view to the north.
- 68 Looking south towards the Loma Street crossing.
- 69 Creede rail yard showing mainline and track 39; looking north towards depot
- 70 Main track in front of Creede depot; looking south.
- 71 Creede depot; looking southeast.
- 72 Creede depot looking northeast.
- 73 Track #39 on east side of Creede depot looking north.
- 74 Creede depot undergoing rehabilitation; looking northwest across track 39.
- 75 Creede railroad right-of-way looking north across Wall Street crossing.

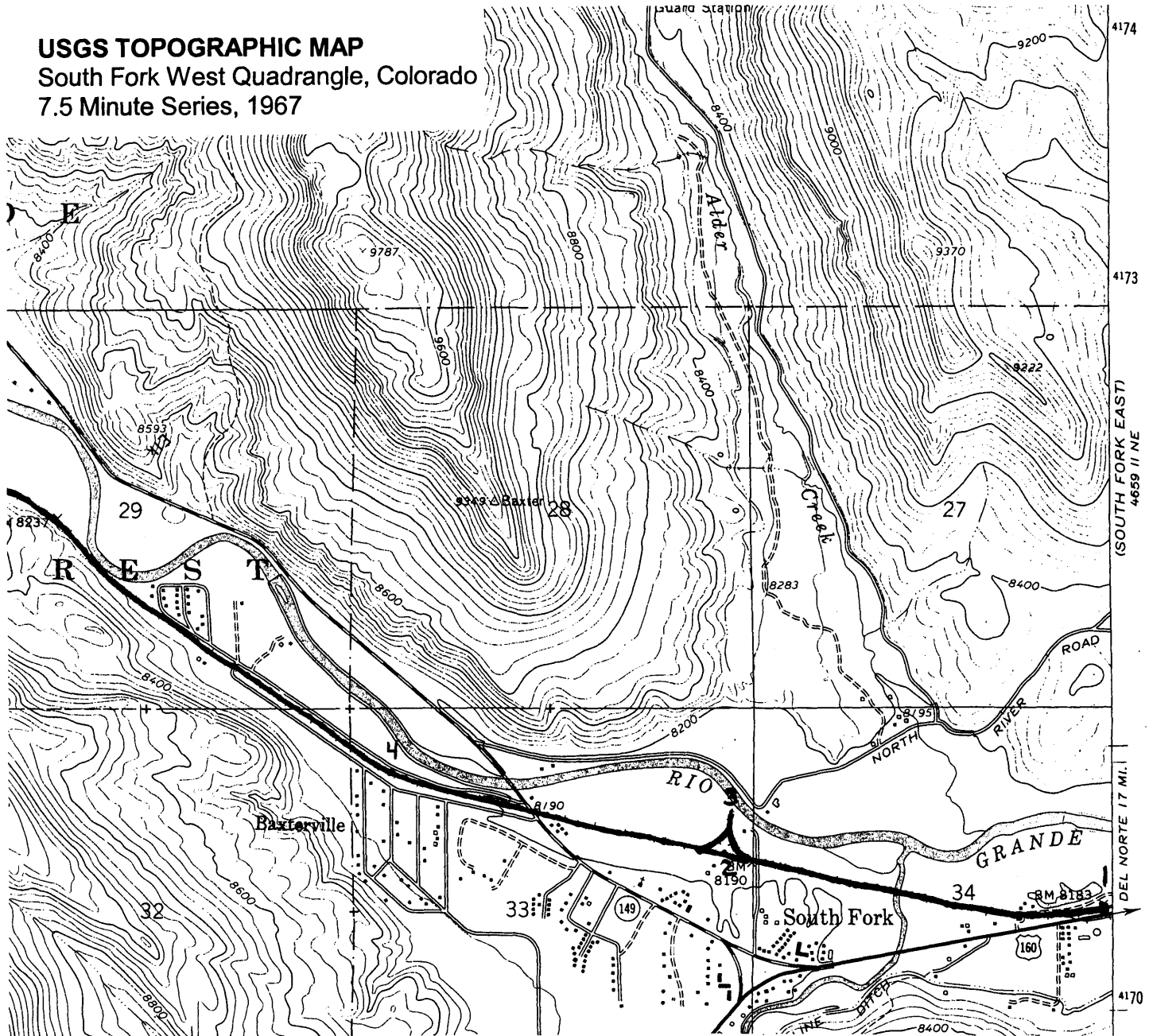
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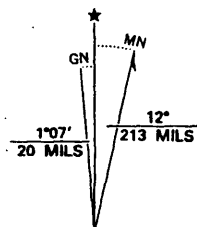
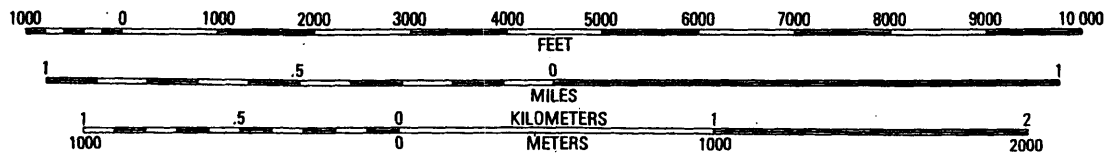
Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
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USGS TOPOGRAPHIC MAP
South Fork West Quadrangle, Colorado
7.5 Minute Series, 1967



SCALE 1:24 000



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

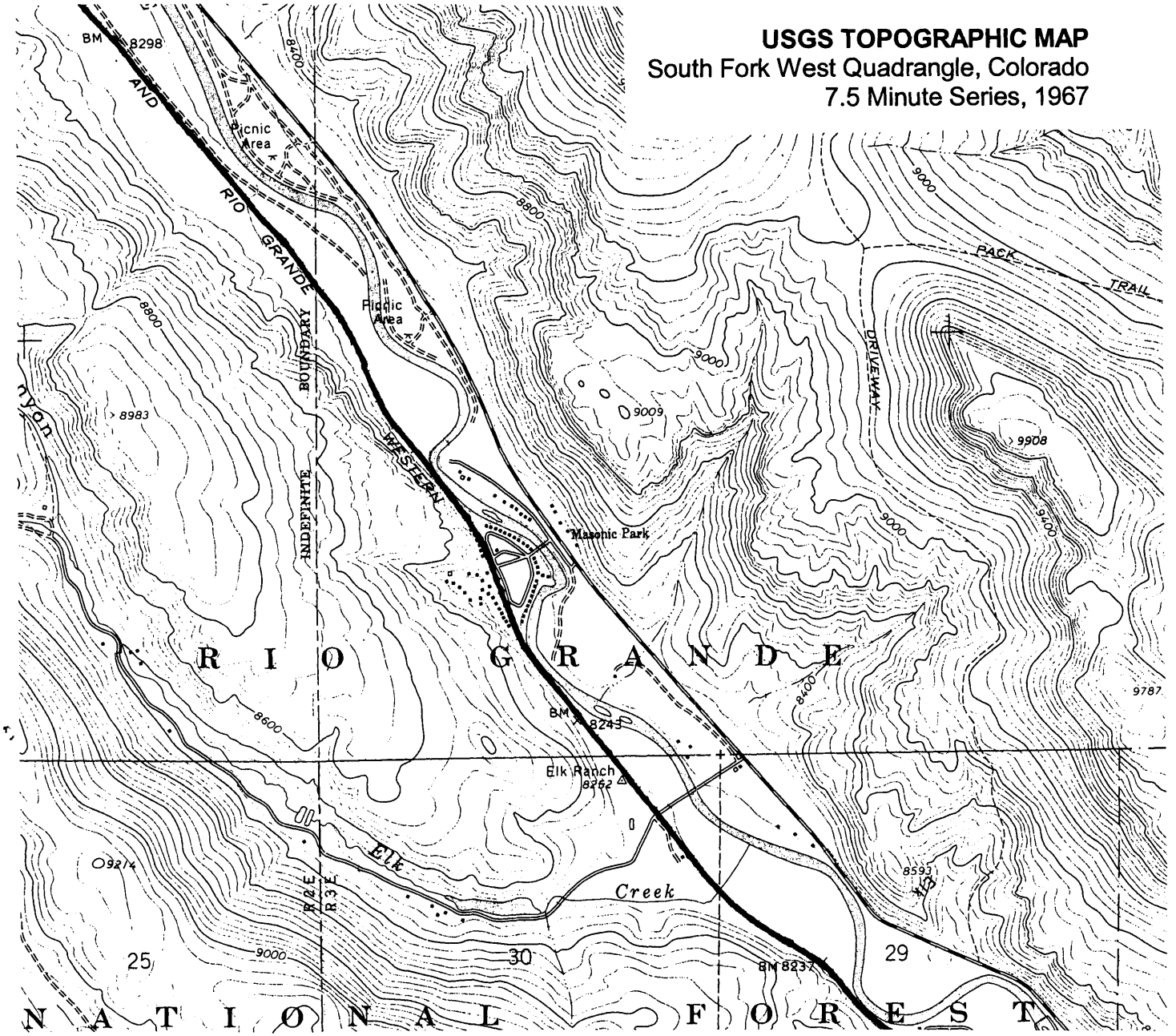
United States Department of the Interior
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Continuation Sheet

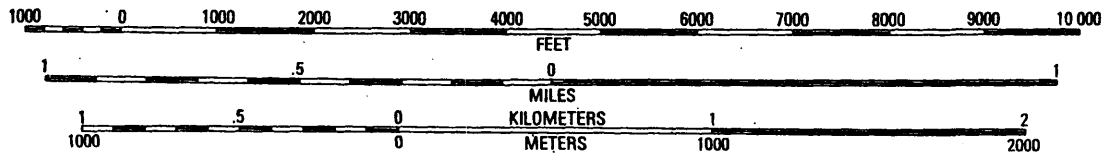
Creede Branch
Denver & Rio Grande Railroad
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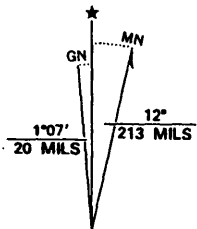
USGS TOPOGRAPHIC MAP
South Fork West Quadrangle, Colorado
7.5 Minute Series, 1967



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



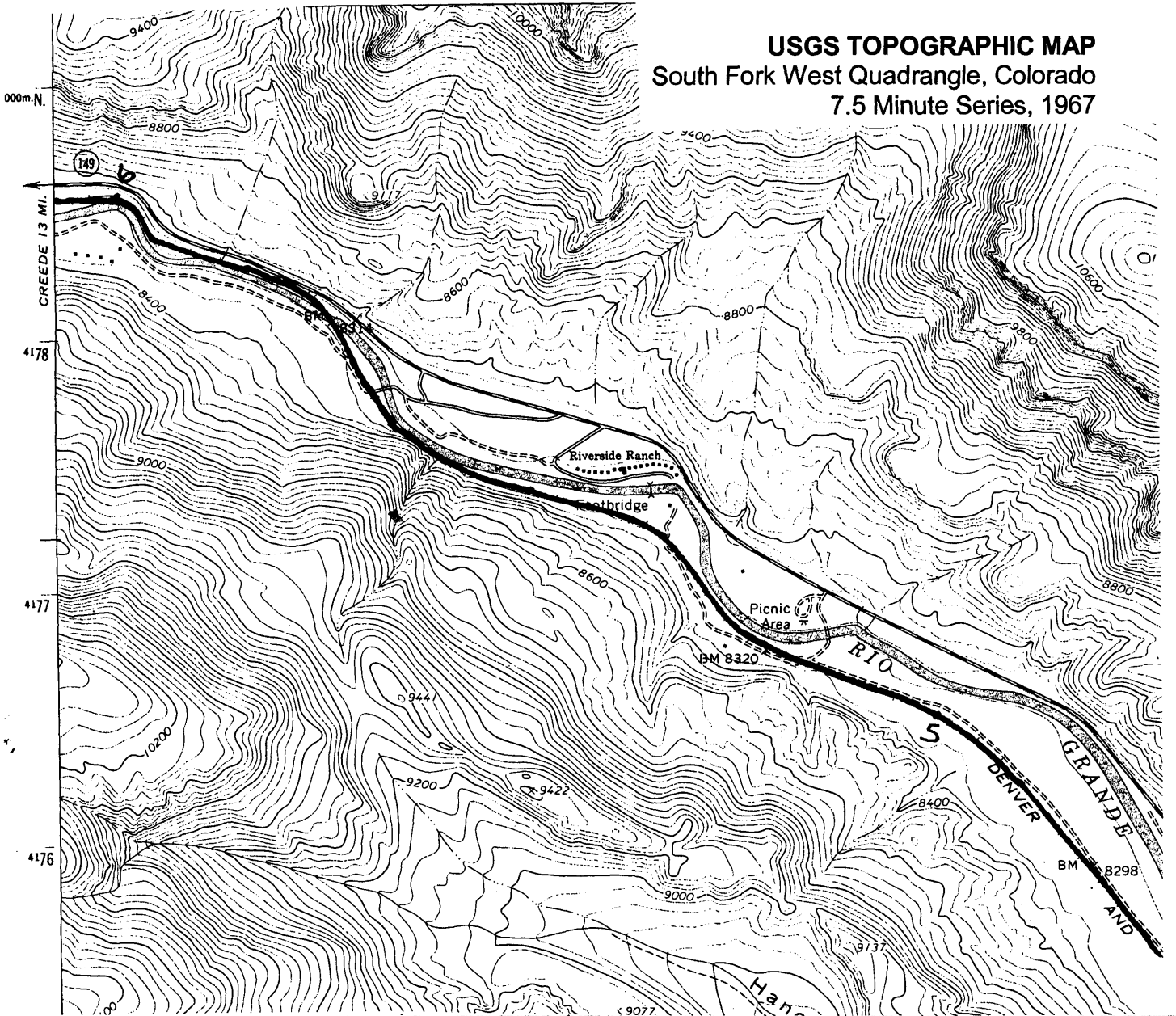
UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

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Continuation Sheet

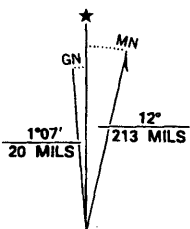
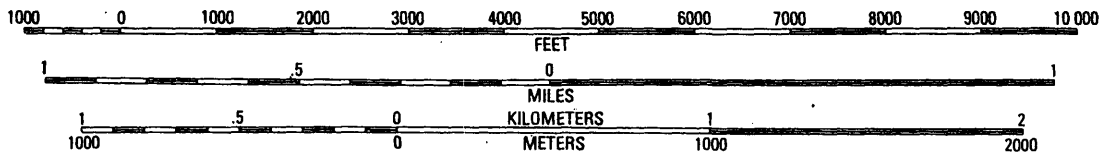
Creede Branch
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USGS TOPOGRAPHIC MAP
South Fork West Quadrangle, Colorado
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CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

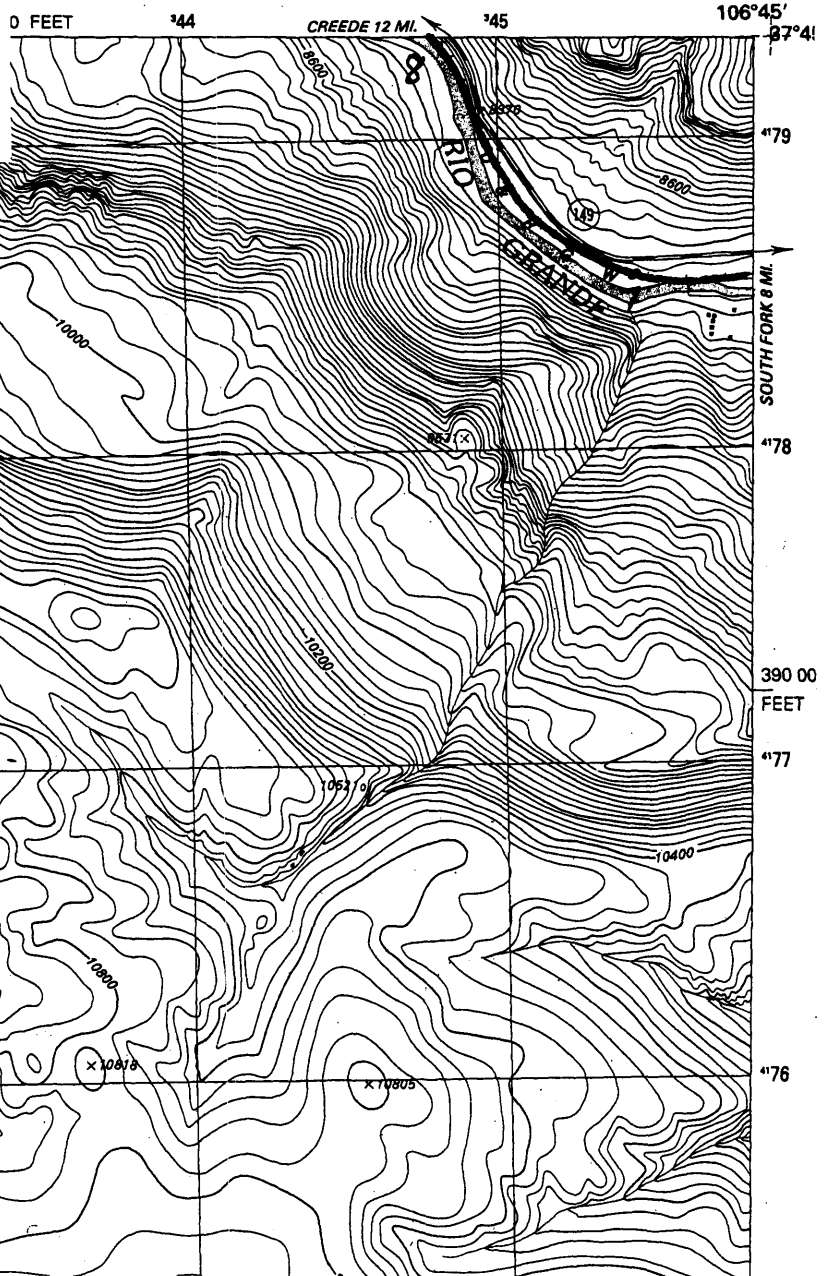
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Continuation Sheet

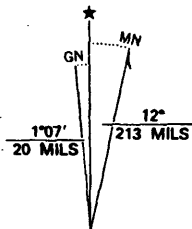
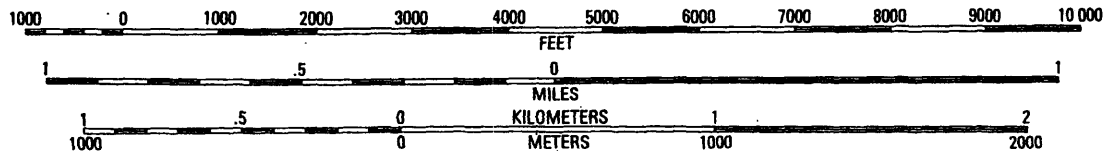
Creede Branch
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USGS TOPOGRAPHIC MAP
Lake Humphreys Quadrangle, Colorado
7.5 Minute Series, 1986



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

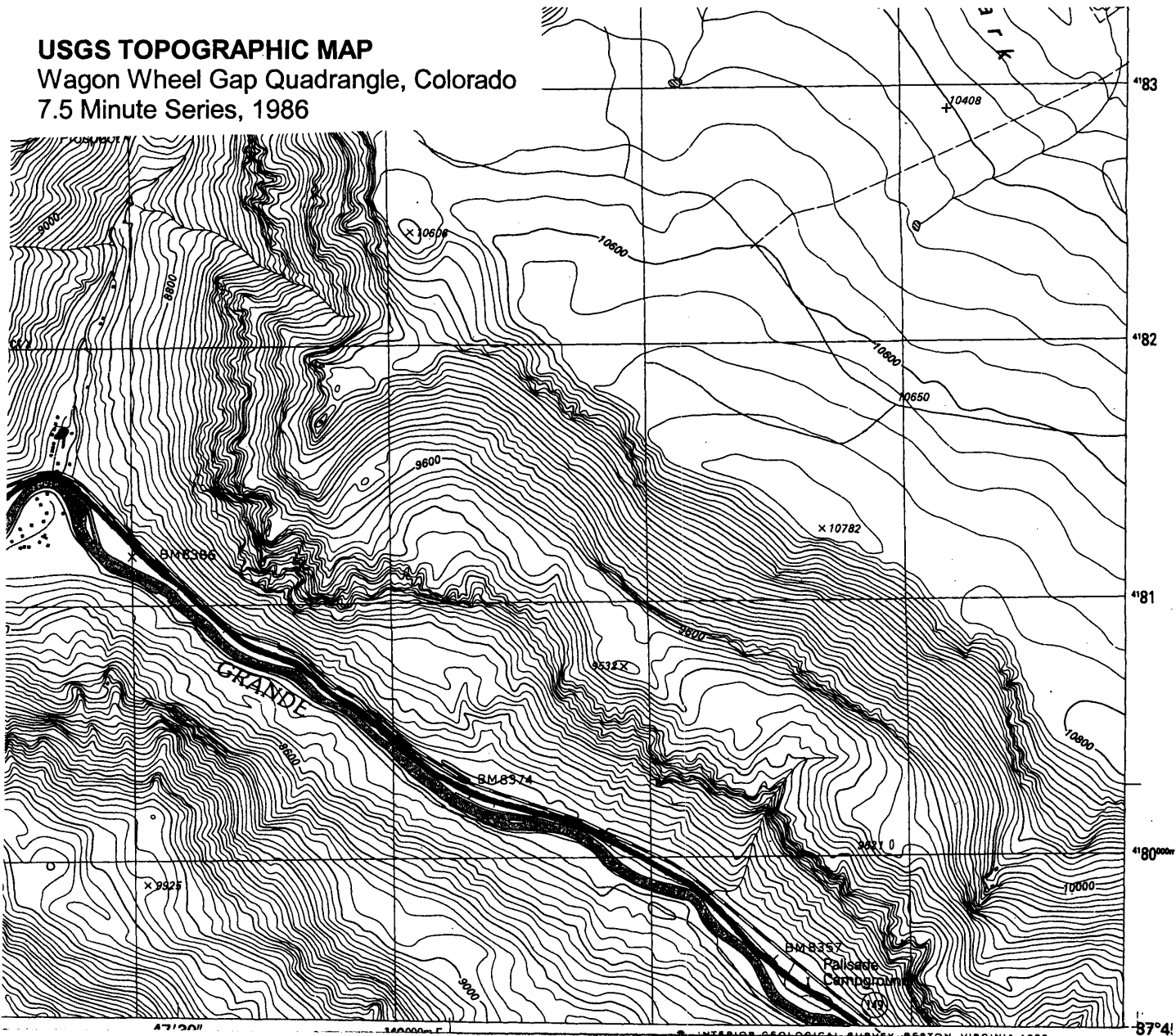
United States Department of the Interior
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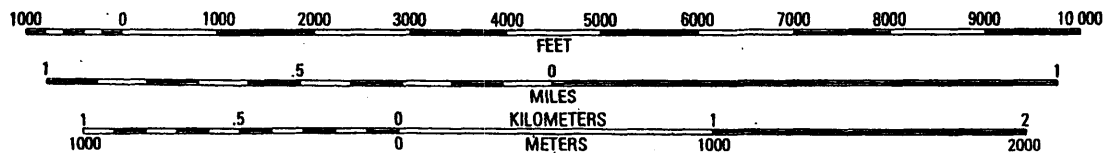
Creede Branch
Denver & Rio Grande Railroad
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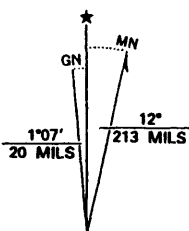
USGS TOPOGRAPHIC MAP
Wagon Wheel Gap Quadrangle, Colorado
7.5 Minute Series, 1986



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

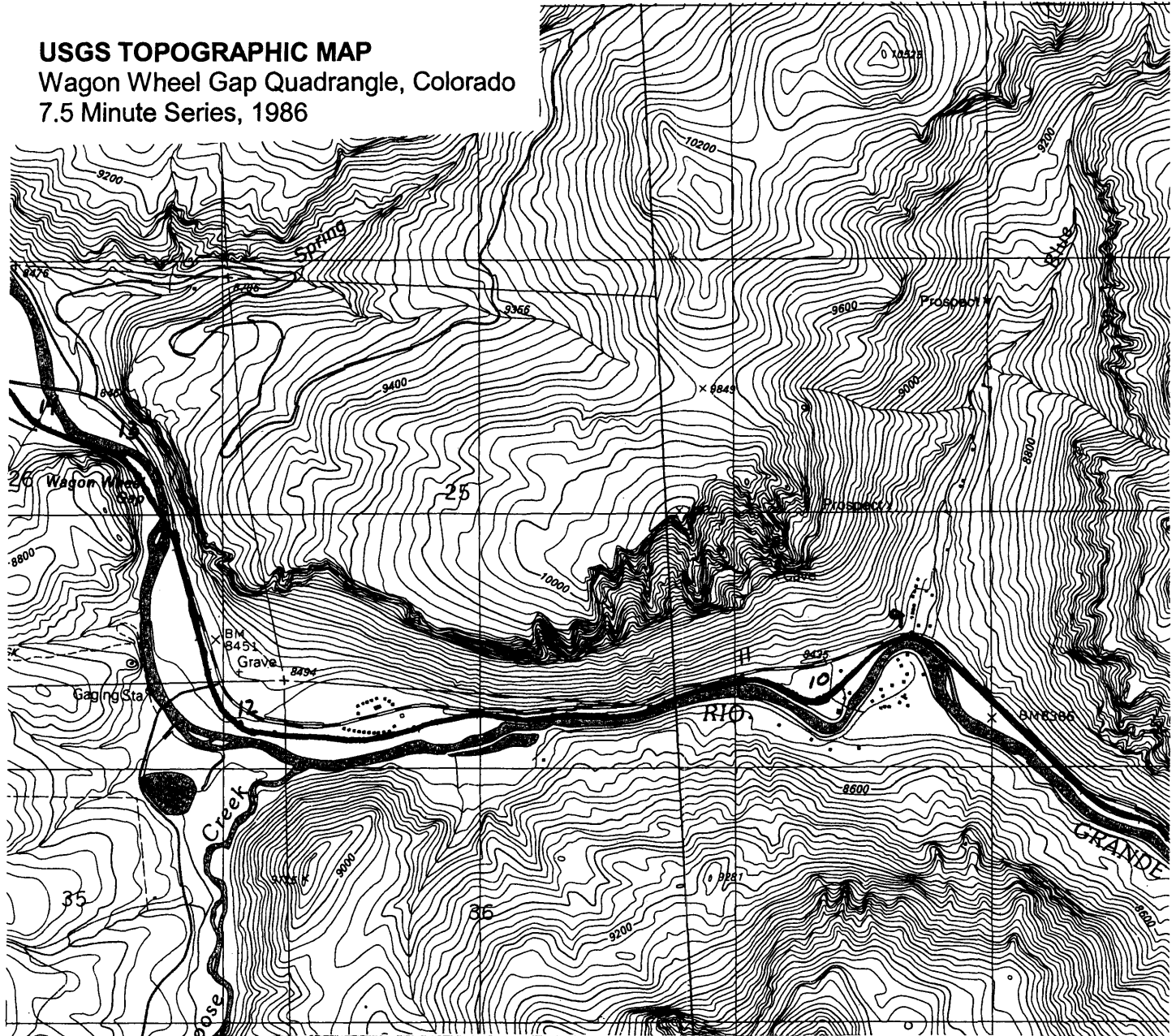
United States Department of the Interior
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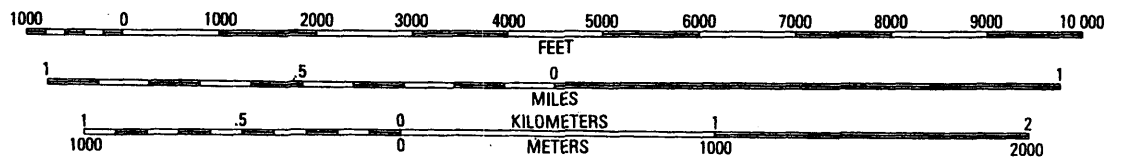
Creede Branch
Denver & Rio Grande Railroad
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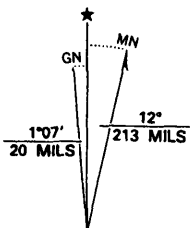
USGS TOPOGRAPHIC MAP
Wagon Wheel Gap Quadrangle, Colorado
7.5 Minute Series, 1986



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

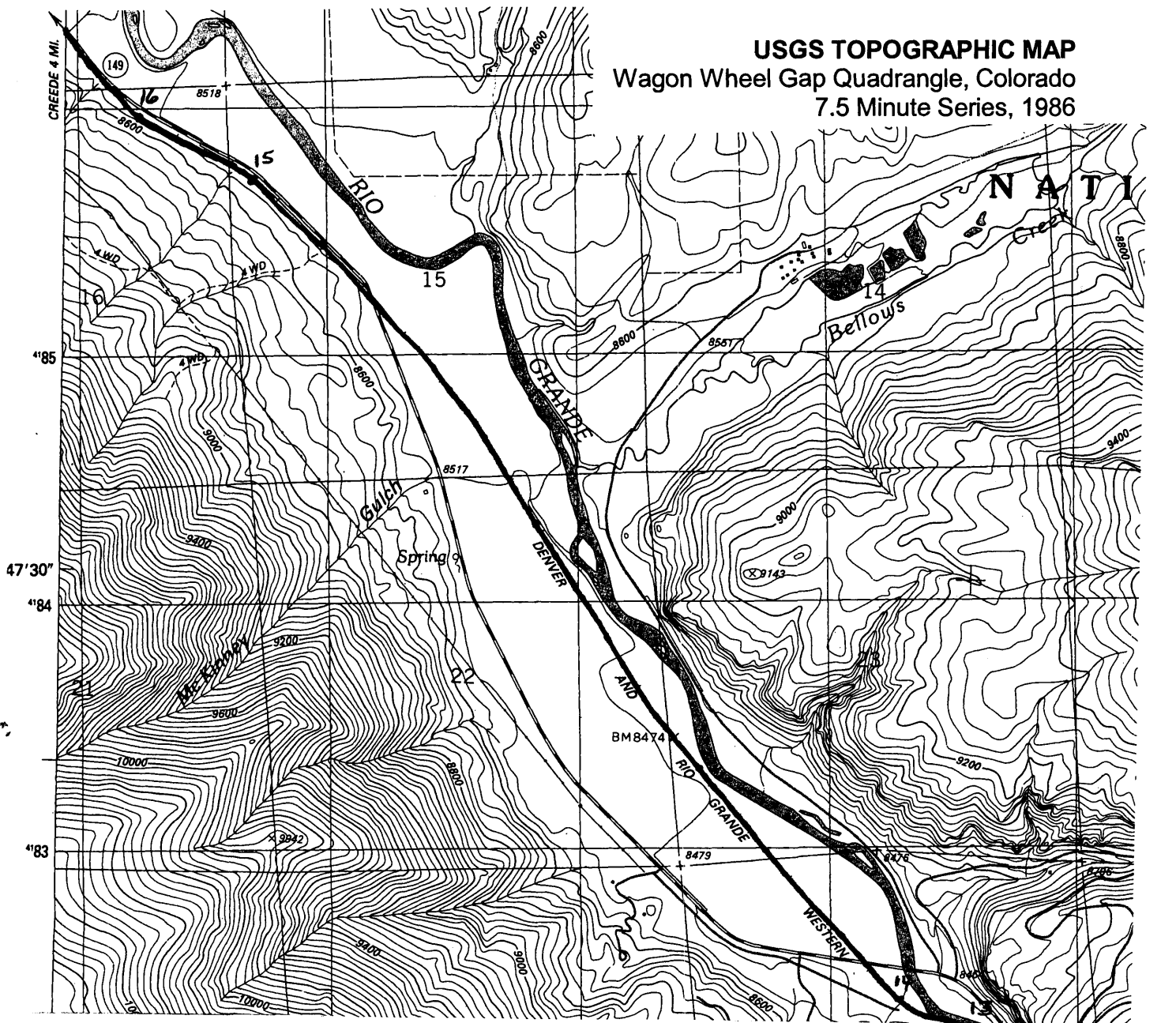
United States Department of the Interior
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Continuation Sheet

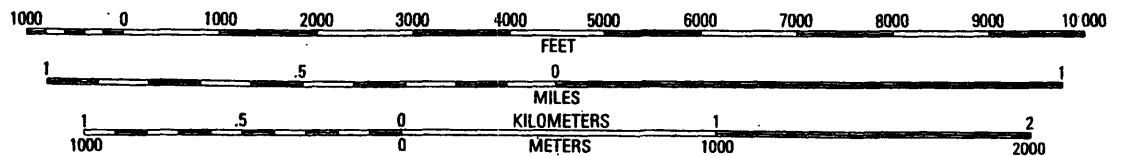
Creede Branch
Denver & Rio Grande Railroad
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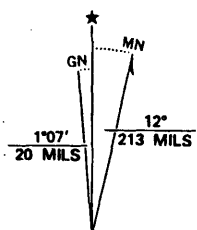
USGS TOPOGRAPHIC MAP
Wagon Wheel Gap Quadrangle, Colorado
7.5 Minute Series, 1986



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

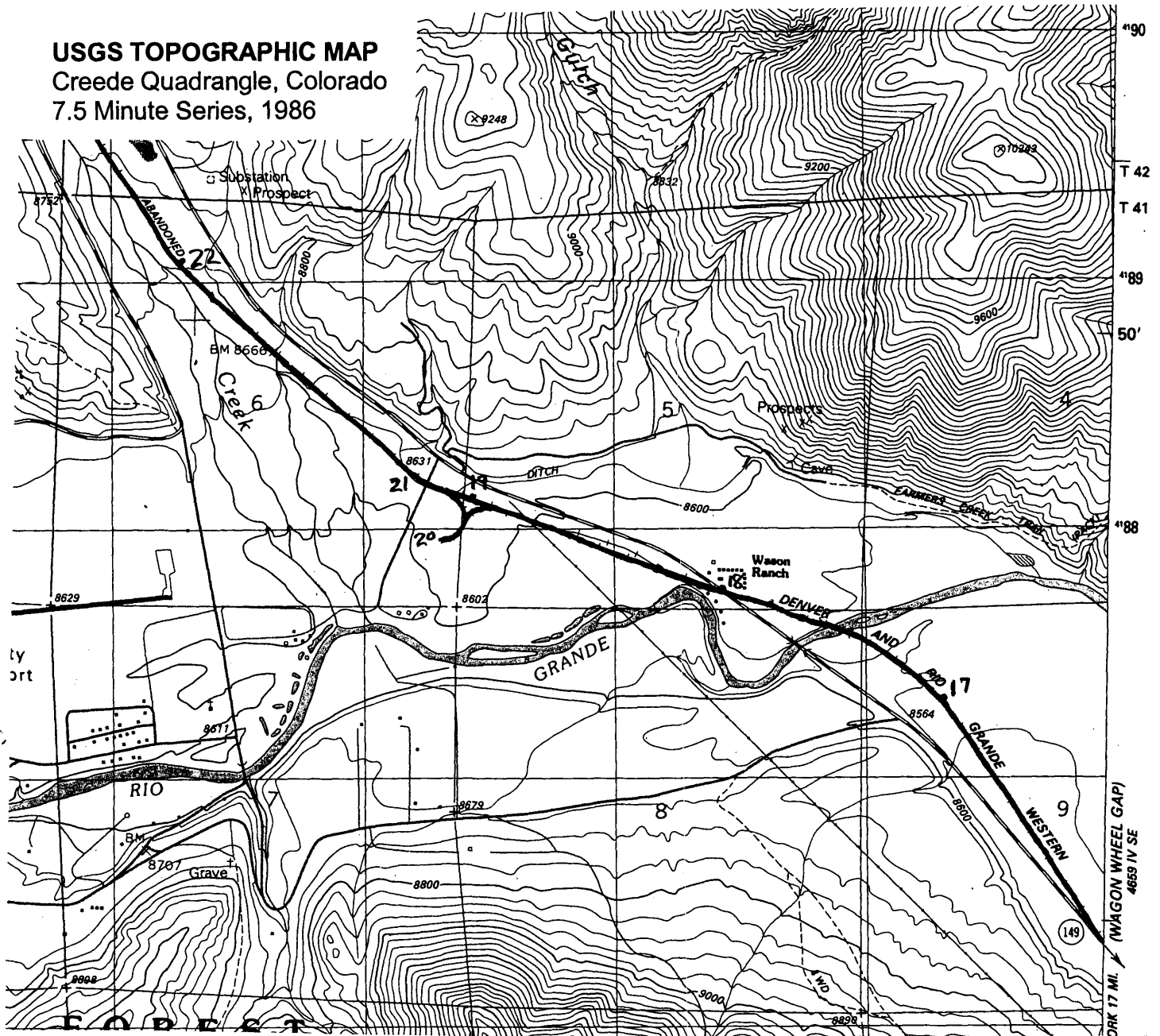
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Continuation Sheet

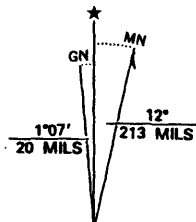
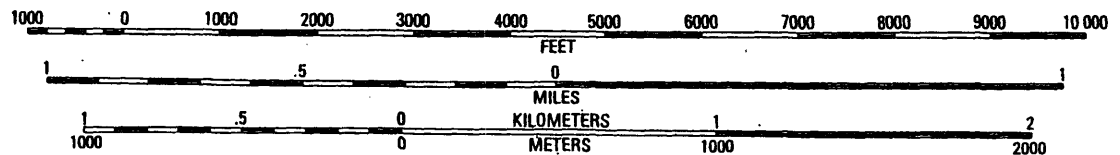
Creede Branch
Denver & Rio Grande Railroad
Rio Grande and Mineral Counties, Colorado
Railroads in Colorado, 1858-1948, MPS

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USGS TOPOGRAPHIC MAP
Creede Quadrangle, Colorado
7.5 Minute Series, 1986



SCALE 1:24 000



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

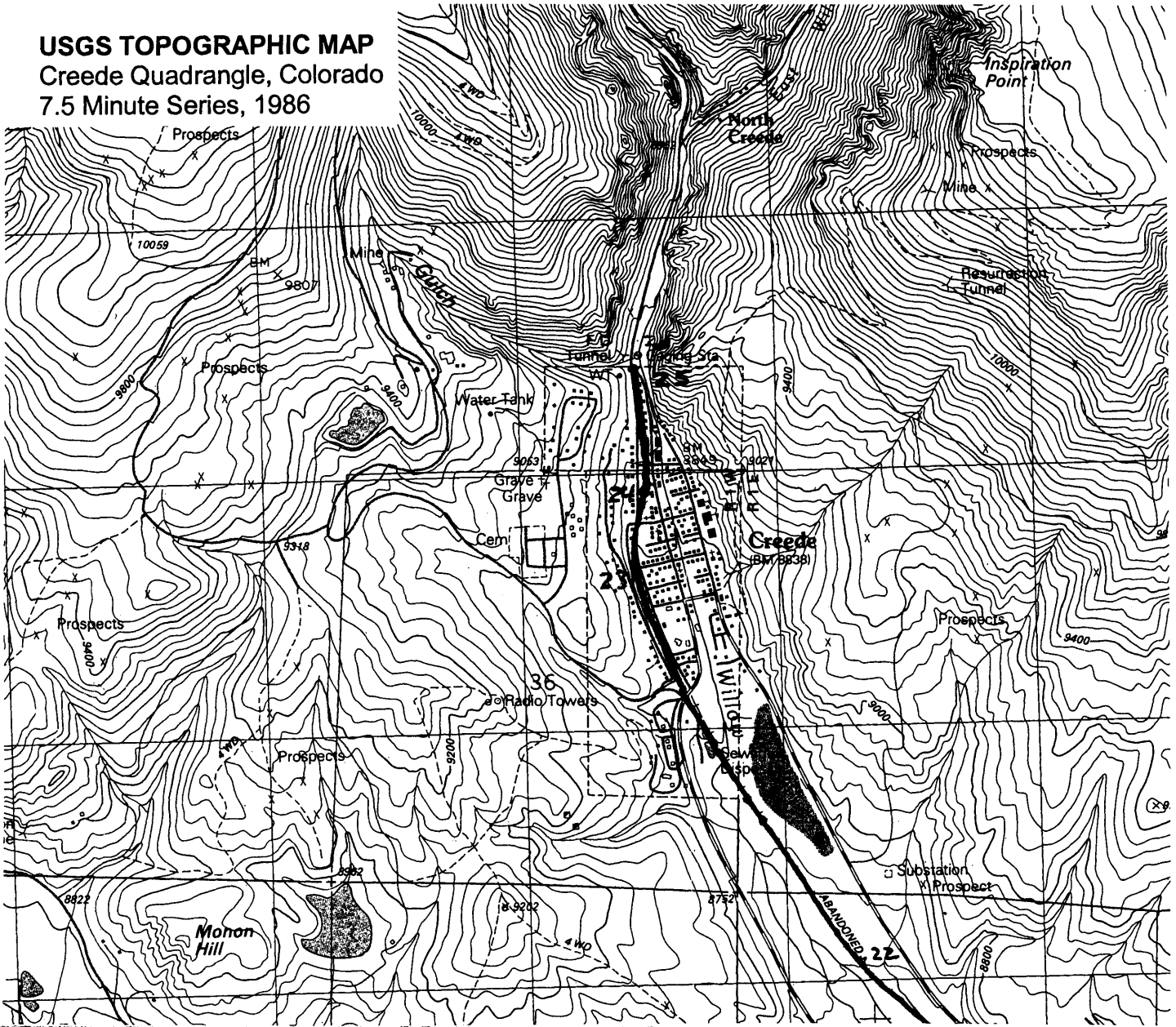
United States Department of the Interior
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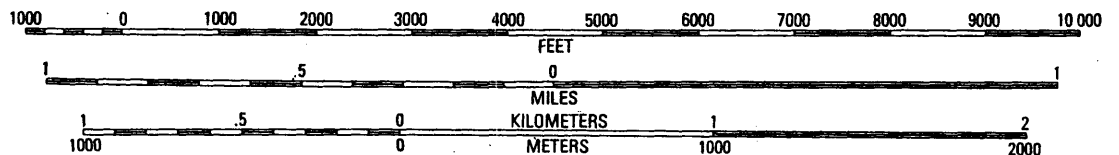
Creede Branch
Denver & Rio Grande Railroad
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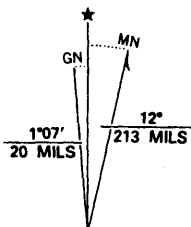
USGS TOPOGRAPHIC MAP
Creede Quadrangle, Colorado
7.5 Minute Series, 1986



SCALE 1:24 000



CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1986 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

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Denver & Rio Grande Railroad
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PROPERTY OWNERS

The 22.8-mile-long right-of-way is owned entirely by the Denver & Rio Grande Railway Historical Foundation, a tax-exempt/not-for-profit Colorado corporation. Certain underlying portions of the right-of-way are owned by the Foundation in fee simple and certain portions are easements obtained by Congressional Grant or through the Railway Act of March 3, 1875. The following list of property owners within Rio Grande and Mineral Counties, Colorado, own or have an interest in those underlying portions of the right-of-way:

RIO GRANDE COUNTY

Private Owners

James & Betty Beckley
P.O. Box 327
South Fork, CO 81154

Chapel of South Fork
P.O. Box 465
South Fork, CO 81154

Larry A. Dean
P.O. Box 82
Killeen, TX 76541

Elk Creek Ranch
% Marilyn Toomey
33768 Alta Vista Drive
Evergreen, CO 80439

Estate of Carl Helfin
8811 So. Hwy 285
Alamosa, CO 81101

Charles R. Murray
710 W. Hwy 149
South Fork, CO 81154

Norris Living Trust
71 Iris Drive
Covington, LA 70433-7550

Penelope P. Coulsen Trust
Coulsen, Penelope, P., Trustee
P.O. Box 314
South Fork, CO 81154

San Luis Valley Masonic Association
% Larry Ward
40300 State Highway 114
Saguache, CO 81149

South Fork Development Corp
% Marvin Leeper
P.O. Box 181
South Fork, CO 81154

James & Ann Wilbur
James M. Wilbur Jr. Trust
3636 So. Britain Ave.
Springfield, MO 65807

Edward M. Williams
P.O. Box 23
South Fork, CO 81154

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Union Pacific Railroad Company
Attn: Rod Peterson
Senior Manager – Real Estate
Real Estate Department
1800 Farnam St.
Omaha, NE 68102

Mr. Donald H. Shank
President and Executive Director
Denver & Rio Grande Railway Historical
Foundation
1474 Main Ave., Suite 223
Durango, CO 81301-5195

Public Owners

Colorado Wildlife Commission
% Human Dimensions Unit
Colorado Division of Wildlife
6060 Broadway
Denver, CO 80216

Mr. Terrance W. Whelan
Town Manager
Town of South Fork
PO Box 369
South Fork, CO 81154

United State Department of Agriculture -
Forest Service
Attn: Terri Liestman
Historic Preservation Officer
PO Box 25127
Denver, CO 80225

Mr. Thomas E. Norton
Executive Director
Colorado Department of Transportation
4201 E Arkansas Ave.
Denver, CO 80222

United State Department of Agriculture -
Forest Service
Rio Grande National Forest - Divide Ranger
District
13308 West Highway 160
Del Norte, CO 81132

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Creede Branch
Denver & Rio Grande Railroad
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MINERAL COUNTY

Private Owners

Doug & Ginni Davlin
1232 Hill Circle
Colorado Springs, CO 80904

Jenovah-Nissi, LLC
4425 County Road 228
Durango, CO 81301

John A. Marvel
1345 Old Pecos Trail
Santa Fe, NM 87501

John C. Martin
442 Coronado Drive
Kerrville, TX 78028-3802

Paul Miller
15 Lower Terrace Dr.
South Fork, CO 81154

Richard Patchen
615 Spruce Ct.
Cañon City, CO 81212

L. F. Peede
13646 N. Travois Trail
Parker, CO 80134

Graham R. Phipps
1298 Green Oaks Drive
Littleton, CO 80121

San Luis Valley Masonic Association.
c/o Larry Ward
40300 St. Hwy 114
Saguache, CO 81149

Martin & Helen Scaief
P.O. Box 557
Benito, TX 78586

Wason Guest Ranch
c/o Germany Wilson
4925 Greenville Ave., Ste 1300
Dallas, TX 75206

4UR Guest Ranch
P.O. Box 340
Creede, CO 81130

Mr. Donald H. Shank
President and Executive Director
Denver & Rio Grande Railway Historical
Foundation
1474 Main Ave., Suite 223
Durango, CO 81301-5195

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Public Owners

Russell George
Director
Colorado Division of Wildlife
6060 Broadway
Denver, CO 80216

Colorado Wildlife Commission
c/o Human Dimensions Unit
Colorado Division of Wildlife
6060 Broadway
Denver, CO 80216

Mr. Thomas E. Norton
Executive Director
Colorado Department of Transportation
4201 E Arkansas Ave.
Denver, CO 80222

Mineral County Commissioners
144 Creede
Creede, CO 81130

Town of Creede
2223 N. Main
PO Box 369
Creede, CO 81130

United State Department of Agriculture -
Forest Service
Rio Grande National Forest –
Divide Ranger District
13308 West Highway 160
Del Norte, CO 81132